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### TIME-TABLE.

#### WEEK DAYS

|                      | A.M. | A.M.  | A.M.  | NOON  | P.M. | P.M. | P.M. |
|----------------------|------|-------|-------|-------|------|------|------|
| Kowloon... ..Dep.    | 5.40 | 9.15  | 10.30 | 12.00 | 1.15 | 4.35 | 5.59 |
| Yau-mat... ..Dep.    | 6.50 | 9.24  | 10.39 | 12.09 | 1.24 | 4.44 | 5.58 |
| Shatin... ..Dep.     | 7.02 | 9.36  | 10.51 | 12.21 | 1.36 | 4.56 | 5.61 |
| Tai-po... ..Dep.     | 7.18 | 9.49  | 11.04 | 12.34 | 1.49 | 5.09 | 5.64 |
| Tai-po Market...Dep. | 7.31 | 9.53  | 11.08 | 12.38 | 1.53 | 5.13 | 5.68 |
| Fauling... ..Dep.    | 7.33 | 10.03 | 11.18 | 12.48 | 2.03 | 5.24 | 5.78 |
| Shungshui...Dep.     | 7.36 | 10.07 | 11.22 | 12.52 | 2.07 | 5.28 | 5.82 |
| Shum-chun...Arr.     | 7.43 | 10.18 | 11.33 | 13.03 | 2.18 | 5.34 | 5.89 |

#### SUNDAYS AND PUBLIC HOLIDAYS

|                      | A.M. | A.M. | A.M.  | NOON  | P.M.  | P.M. | P.M. |
|----------------------|------|------|-------|-------|-------|------|------|
| Kowloon... ..Dep.    | 6.40 | 8.35 | 9.15  | 10.30 | 12.00 | 2.22 | 5.29 |
| Yau-mat... ..Dep.    | 6.50 | —    | 9.24  | 10.39 | 12.09 | 2.31 | 5.38 |
| Shatin... ..Dep.     | 7.02 | —    | 9.36  | 10.51 | 12.21 | 2.43 | 5.51 |
| Tai-po... ..Dep.     | 7.18 | —    | 9.49  | 11.04 | 12.34 | 2.56 | 6.05 |
| Tai-po Market...Dep. | 7.31 | —    | 9.53  | 11.08 | 12.38 | 3.00 | 6.09 |
| Fauling... ..Dep.    | 7.33 | —    | 10.03 | 11.18 | 12.48 | 3.11 | 6.20 |
| Shungshui...Dep.     | 7.36 | —    | 10.07 | 11.22 | 12.52 | 3.15 | 6.24 |
| Shum-chun...Arr.     | 7.42 | —    | 10.13 | 11.33 | 12.58 | 3.21 | 6.30 |

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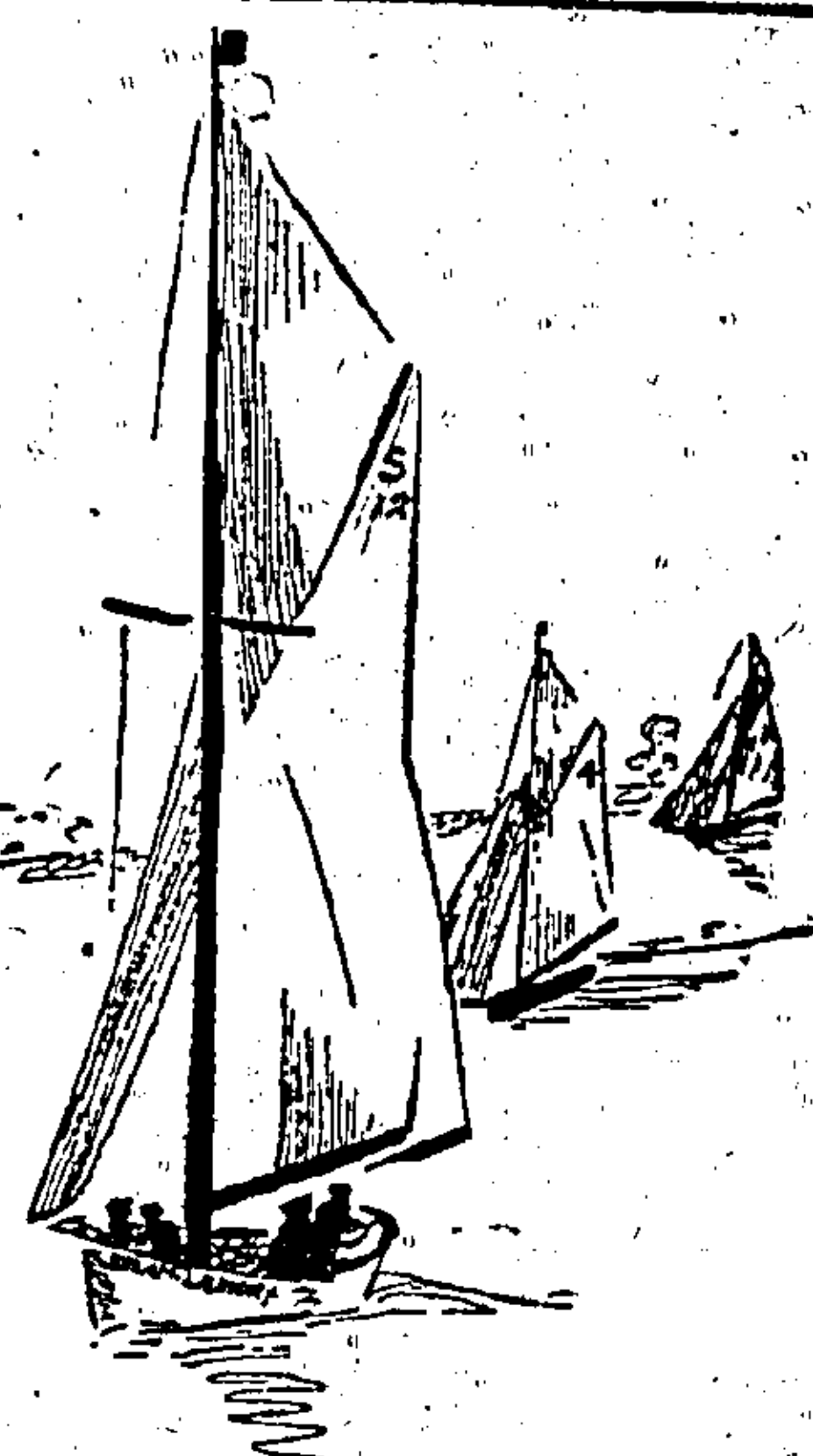
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### SCOTTISH LETTER.

#### SCOTS IN THE NEW YEAR HONOURS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, January 6th  
The recognition in the New Year  
Honours of Lord Dundedin, who is made  
a Viscount, is in respect of long service  
in judicial and legislative spheres—the  
latter, however, far removed from party.  
For not since he was Secretary for Scot-  
land has he taken any part in the ordi-  
nary disputes of politicians. It is a  
tribute to his professional standing that  
his judgments when he was Lord Justice-  
General are as much quoted in the Strand  
Courts as they are in the House of Lords.  
The Baronetcy conferred upon Sir James  
Craig is well-deserved for monumental  
work in widening and deepening the  
foundations of Scottish education. He is  
the oldest member of the House, but in  
activity and keenness he is unsurpassed  
by its most junior member. Sir Patrick  
Ford, one of the new Knights, has been  
for many years closely connected with the  
Scottish Unionist organisation, of which  
he is one of the honorary secretaries. He  
presented the fresco of St. Patrick which  
adorns the House of Commons. The new  
Knights also include Professor Hudson  
Beare, Professor of Engineering in Edin-  
burgh University; Mr. G. Washington  
Browne, Architect, President of the Royal  
Scottish Academy; Lord Provost Mont-  
gomery of Glasgow, and ex-Lord Provost  
Meff of Aberdeen. Sir James Balfour  
Paul, Lord Lyon King-of-Arms becomes  
a Knight Commander of the Royal Victoria  
Order.

#### A VIKING FUNERAL

The remains of Ina Dowager, Duchess  
of Argyll have, according to her desire,  
been interred in sacred Iona, that lonely  
but famous isle on the West Coast of Scot-  
land. A little steamer crept slowly out  
of Oban last week; and on the upper deck  
the dead Duchess lay, with the coffin made  
fast to the rail. It felt very eerie, says  
Dr. Norman Maclean, the Celtic blood in  
him stirred to its depths; "and beside  
me a soft voice whispered. This is a  
Viking's funeral come again. We were  
back again in the dim ages when the  
buried in Iona was the dream and the  
hope of the faithful." It was a rough  
passage through the wintry seas. Only  
one of the company of mourners dared  
to remain on deck. It was Lady Frances  
Balfour, representing H.R.H. Princess  
Louisa, Duchess of Argyll, and she was  
lashed to the rail beside the coffin. Off  
the slip where passengers land in Iona  
the steamer cast anchor. The surf came  
rolling through the Sound, and the dif-  
ficulty of landing was great. A large  
ferry-boat with four oars, each with three  
rowers, came out. The wind and the tide  
carried it leeway, but at last the boat  
was made fast to the side of the rolling  
ship. With reverent care the body of the  
Duchess was lowered. At the landing all  
the inhabitants of the isle were waiting.  
Chivalry and loyalty still beat warm  
among the Isles. A slowly winding pro-  
cession to the Cathedral Church the wall  
of the pipes rose in the air, the little com-  
pany went the way of the dead, the way  
by which kings and chiefs were carried  
for hundreds of years. The islanders  
reverently carried the coffin by relays till  
at last it was laid on the trestles in front  
of the communion table. How many  
kings and princes had taken their last  
rest just there! And there she was, the  
last of them, come home! There are per-  
sons who bewail that romance is dying out  
from the midst of a world that has be-  
come commercialised. But this story of  
the Duchess's last journey to the Isle of  
the Saints is the proof that romance can  
not die. To understand why she had a  
passion of love for the Isles we must  
remember the blood that was in her veins.  
She was a MacNeill of Colonsay, one of  
a family that out of a rocky isle gave  
Generals, and Judges, and Ambassadors,  
and soldiers who gained the greatest  
honours to the nation and to the Empire.  
But behind Colonsay lies Barra, and there  
at Castle Suren, the MacNeills reigned  
for hundreds of years.

**MARRIAGE.**  
At 23 Victoria Place, Stirling, on 5th  
December, by the Rev. E. R. Jones, B.D.,  
St. Ninians Parish, Henry Robert Butters,  
M.A. (Hongkong Civil Service), only son  
of Mr. and Mrs. Robert Butters, Riddrie,  
Glasgow, to Jean Whytlaw Jeffrey Bain,  
M.A., elder daughter of Mr. and Mrs.  
Walter Bain, 5 Bellfield Road, Stirling.

**OBITUARY.**  
On 5th December, Robert Hay Berry  
Mitchell, of Hongkong, third son of  
Charles Dundas Mitchell, Officer, Dun-  
dee, interred at Newbury, Berkshire.

#### A GLUT OF SCOTCH WHISKY.

Whisky has been so expensive for the  
last 12 years that it was beyond the pocket  
of the average youth, and young men  
who served in the Army and Navy ac-  
quired a taste for drinking French white wines  
and port. The result is that the bloom  
has gone off the whisky broking business.  
The home market has fallen steadily dur-  
ing 1925, and so rapidly were stocks of  
malt whiskies accumulating that Highland  
and Lowland distillers came to an ar-  
rangement for a very substantial reduc-  
tion of output. Even this restriction has  
not proved effectual, and bonded ware-  
houses contain large stocks. The Dis-  
tillers' Company, Ltd., which is the  
largest whisky concern in the world,  
closed down two of their Lowland malt  
distilleries and converted them into  
stores, and grain distillers are also re-  
stricting their production. The retail  
price of whisky will not be affected by  
the presence of large stocks, as the high  
duty payable precludes any reduction to  
the consumer. The cause of the present  
glut in whisky is, in the first place, the  
over-production of the Highland Distil-  
leries, especially the Spey-side distilleries,  
during the last four years, combined with  
the cumulative fall in home trade over  
the same period. Export trade still re-  
mains good, but the cause of the fall in  
home trade is ascribed to the younger  
generation not acquiring the whisky habit  
in the same way as their ancestors.

#### SUNDAY GOLF IN OLDEN TIMES.

Edinburgh Burgess Golf Club came  
into existence in 1725, but there is  
evidence that golf was played in the city  
in 1456, charters showing that the  
"Golfers' Tavern" stood at Brunts-  
field, the original home of the Burgess  
Society, in that year. Other evidence,  
not quite of such a reliable character,  
puts the date earlier still—in 1399. But,  
of course, golf was a recognised sport,  
and actively played, 500 years ago, about  
the time when the great forests in and  
around Edinburgh were being cleared.  
There is reference to golf in a proclama-  
tion by the Town Council in 1592, to  
the effect that, the Sabbath Day being  
the Lord's Day, it became every Chris-  
tian to dedicate himself to the service  
of God, and therefore golf was pro-  
hibited on that day. Because of this  
relic of a bygone age, the Edinburgh  
City Council prohibits Sunday golf on  
the courses under its immediate control.  
To-day Edinburgh golfers, who are num-  
bered in their thousands, make an  
exodus from the city every Sunday  
morning to those places where there is  
no prohibition. And the courses and  
links where Sunday play is permitted  
is growing every year. One of these is  
Barnston, the new home of the Edin-  
burgh Burgess Society at Cramond Brig,  
where from the high ground can be seen  
the wide expanses of the Firth of Forth.  
The chief sufferers from this ancient  
edict are the artisans, who are thus  
debarred on their one free day of the  
week from participating in the national  
game of the Scottish people. The re-  
sult is in their hands, though it must  
be confessed that the prejudices are deep-  
rooted and the barriers very formidable.  
OUR BROAD-TOE BOOTS.

The statisticians of the boot trade in  
England, I notice, have discovered, as  
they think, an essential difference be-  
tween the feet of men in England, and  
Scotland respectively. Englishmen, they  
conclude, have less breadth across the  
toes than Scotsmen, and boot manu-  
facturers have to take this into account  
in turning out boot patterns. There is,  
apparently, however, no such distinction  
in the case of women's shoes. I should  
say, myself, that the difference is not in  
the shape of feet but in masculine taste.  
It is years since the Scottish grouse-  
shooting and laird class began to use  
broad-toed foot gear for comfort. A  
boot too almost square became fashion-  
able, even among City men in conse-  
quence. An Englishman, a Frenchman,  
or an American is always struck by the  
squareness of Scottish toes. But it is  
all in the boot itself; there is no re-  
gional difference in British toes.

#### HER MAJESTY.

The December number of *The Mask*, the  
organ of the students of the Royal  
Technical College, contains this bio-  
graphy in brief.

Of Glasgow there was an M.A.  
Who never was content for a day,  
Said she, "Degrees higher,  
I must really acquire."  
So now she's an M.A.M.A.

#### SCOTS IN A FAR COUNTRY.

A lady residing in Los Angeles sends  
the following Scots stories. Choral  
societies still exist out here, and in a  
town not far from Los Angeles there is  
a prosperous one. This winter "The  
Elijah" is being studied, and the other  
night, during one of the rest times, a  
young man—needless to explain, not  
long out from Scotland—asked his  
neighbour, "D'ye think it's bairter on  
the whole to sing it—'Whirr-r-r-r-r-r-  
wind,' or 'Whirr-r-r-r-r-r-r-r-r-r-r-  
wind'?"

Experience taught me long ago that  
the discussion of accents is tiresome and  
unenlightening. But the other day I  
fell into serious trouble quite unex-  
pectedly. I met a man from Buchan,  
Aberdeenshire. His voice proclaimed it  
with no uncertain sound, and quite  
guilelessly, I said: "Oh! how delight-  
ful it is to hear that well-known accent  
again." But the man from Buchan was  
cold, nay, frosty. "Awkent!" he said.  
"Awkent! Ah've got no awkent.  
It's all those awful Americans that  
huv awkents."

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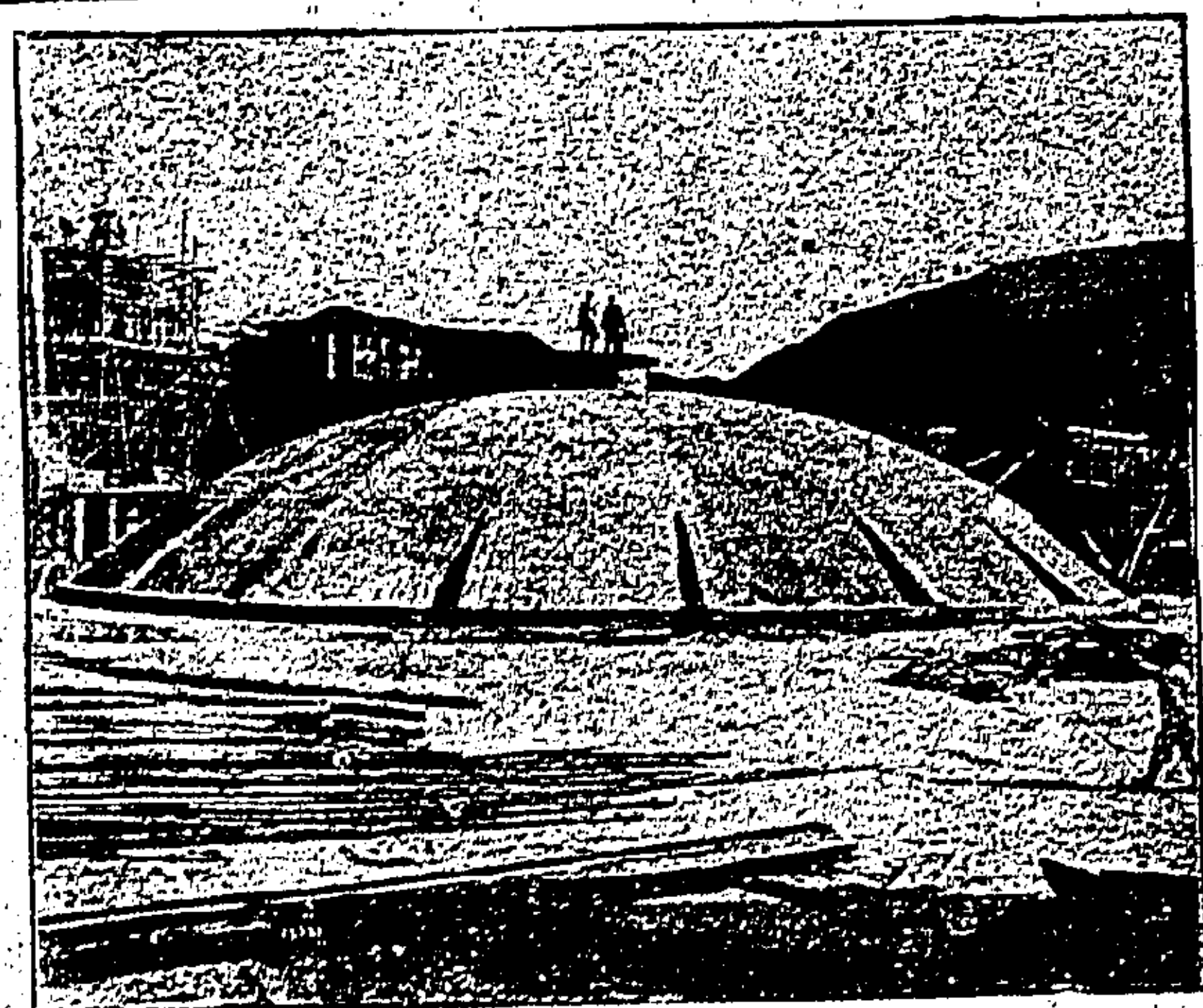
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## WAR TIME SURGERY.

NOT IDEAL FOR THE PEACE  
TIME SURGEON.

### THE FORTITUDE OF THE CHINESE SOLDIER.

The belief that war time surgery is not an ideal training for the peace time surgeon was corroborated by his experience at the Nan Yuan military hospital. Dr. Reid visiting professor of Surgery at the Peking Union Medical College, told the Peking Rotary Club recently.

Dr. Reid explained his point by describing the crude conditions under which he and his colleagues operated on some 1,100 war cases in the Nan Yuan barracks with three operating tables in the same room, which was heated by open stoves, so that the use of ether was not possible, and where the most elemental processes for sterilizing instruments had to be resorted to.

After coming in contact with most of the 4,000 cases admitted to the hospital at Nan Yuan, Dr. Reid said that he had nothing but the highest praise for the fortitude of the Chinese soldier, who would be put on the operating table from which he could see two other operations in progress, which was a sight likely to upset the most hardy, and yet not a single soldier raised any objection.

In a lighter vein the speaker told of the almost general desire of the Chinese soldiers to have the bullets removed from them, even in cases where it was believed wiser not to search for them. In one case a soldier crept into the operating room and stretched himself out on the table five times, insisting that the bullet be taken from him, although each time he was told that there was no need for it.

Another man accepted the advice of the doctors to be satisfied with the bullet where it was and was transferred to the West Barracks outside the Hsi Chih Men. Two weeks later he walked all the way across country and turned up at the Nan Yuan hospital saying that he had changed his mind and would like the bullet removed.

Dr. Reid told of another case where a bullet had been taken from a soldier's neck and dropped on the floor of the operating room. The patient jumped from the operating table and stamping upon the bullet, left the room. In a few seconds he returned, picked up the bullet and left for good.

Despite the very crude methods that had to be used, the surgeon said that not a single one of the eleven hundred or more soldiers operated on, had succumbed in the operation room.

### THE BAGGING OF A LEOPARD.

STORY OF A PERSONAL EXPERIENCE.

A Pleader of Contal writes to an Indian newspaper:

I bagged recently a big panther, 8 feet long, that killed about 300 cattle and which was the pest of the locality. My son went to shoot deer sometime before X'mas and bagged one and when he returned he informed me that near about Muradpur, 5 miles from Contal Road station, there was a leopard. So I and my son during the last X'mas holidays went there for the purpose of killing the beast. Two nights we tried but failed, as the leopard did not come to the goat. Early on the morning of the 30th December last, while I was after some partridges, I heard the jackal's peculiar call at a distance. I at once came back to camp and took my rifle and hastened to the spot. I found two jackals in a piece of open land—one making the call. I searched the vicinity but failed to locate the leopard or anything. And about half an hour after my return to the camp, a man came running and informed me that the leopard had killed a cow the previous night and the carcass was lying in a field. It was in exactly the same place—about 10 bigas north of the spot where the jackals called. The leopard had eaten only the chest and went away, probably owing to daylight.

I closely surveyed the place and decided to sit up in the night over the kill. I suspected the leopard was to the south of the kill in some small jungle or bushes. The wind was blowing from the north, so as far as possible to avoid the wind, I dug a pit 70 yards east of the kill, and opposite the pit tied two legs of the dead cow to two posts driven deep into the ground. After making all these arrangements I returned to camp and after taking my day meal at 4 p.m., I again went to the pit with my son and sat there waiting for the leopard to come. Just after dusk we saw the jackals that were feeding on the carcass suddenly stampede and I called out "feu." I at once understood that the leopard was approaching the kill. I sat quite ready with my 4.05 inches rifle. Within a minute or so I noticed a round object over the distant ridge of the field and next I found the leopard near the kill. I could see nothing but the quick lashing of its tail to and fro. Then suddenly it sat on its haunches on the kill and, owing to darkness I could only see the outline of the leopard. So I took aim a little below the head and fired. There was absolute silence, and there was no sound or movement of the leopard. I thought I had missed and I was much depressed. Some time passed and we found many scorpions coming to our pit and we thought we would prefer to be attacked by the leopard if it had been wounded to staying in the pit any longer. So we came out and coming near the kill found the leopard lying stone dead just beside the kill. The bullet had hit the beast right at the middle of the neck. Hundreds of villagers assembled to see their great enemy dead and they rejoiced.

The total output of the Kailan Mining Administration's mines for the week ending January 16th amounted to 70,078 tons and the sales to 67,942 tons.

## HONGKONG STOCK EXCHANGE.

### CLOSING QUOTATIONS.

FEBRUARY 5TH, 1926.

|                          |             |
|--------------------------|-------------|
| Hongkong Bank            | 11,000 nom. |
| Do. London               | 217 nom.    |
| Chartered Bank           | 217 nom.    |
| Mercantile Bank, A. & B. | 217 nom.    |
| Do. O.                   | 217 nom.    |
| P. & O. Bank             | 217 nom.    |
| East Asia Bank           | 217 nom.    |
| Union Insurance          | 217 nom.    |
| China Underwriters       | 217 nom.    |
| North China Insurance    | 217 nom.    |
| Union Insurance          | 217 nom.    |
| Yantai Insurance         | 217 nom.    |
| Hongkong Fire Insurance  | 217 nom.    |
| Do. Marine               | 217 nom.    |
| H.K. & W. Dock           | 217 nom.    |
| Shanghai Dock            | 217 nom.    |
| India Dock               | 217 nom.    |
| H.K. & S. Hotels         | 217 nom.    |
| Hongkong Land            | 217 nom.    |
| Hongkong Realty (o.p.)   | 217 nom.    |
| H.K. Telephone (o.p.)    | 217 nom.    |
| Hongkong Electric        | 217 nom.    |
| H.K. Development         | 217 nom.    |
| H.K. Docks (o.p.)        | 217 nom.    |
| Do. (o.p.)               | 217 nom.    |
| Do. (new)                | 217 nom.    |
| Hongkong Tramways        | 217 nom.    |
| Lane Crawford            | 217 nom.    |
| Mackintosh               | 217 nom.    |
| Peak Tram (old)          | 217 nom.    |
| Do. (new) (o.p.)         | 217 nom.    |
| Sincere                  | 217 nom.    |
| Taxis                    | 217 nom.    |
| United Asbestos          | 217 nom.    |
| Waters (old)             | 217 nom.    |
| Do. (new)                | 217 nom.    |
| Wm. Forster              | 217 nom.    |

buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.

### EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, February 4th.

|              |           |
|--------------|-----------|
| Paris        | 129.6     |
| New York     | 4.66-9-16 |
| Brussels     | 107       |
| Geneva       | 95.24     |
| Amsterdam    | 12.15 1/2 |
| Milan        | 121       |
| Berlin       | 20.43     |
| Stockholm    | 18.16     |
| Copenhagen   | 18.7      |
| Oslo         | 23.9      |
| Vienna       | 34.69     |
| Prague       | 184       |
| Helsingfors  | 183       |
| Madrid       | 24.4      |
| Lisbon       | 24        |
| Rio          | 74        |
| Buenos Aires | 46.5-16   |
| Bombay       | 1/6.3-16  |
| Shanghai     | 3/0 1/2   |
| Hongkong     | 3/0 1/2   |
| Yokohama     | 1/10 1/2  |
| Silver Spot  | 30.15-16  |
| Forward      | 30 1/2    |

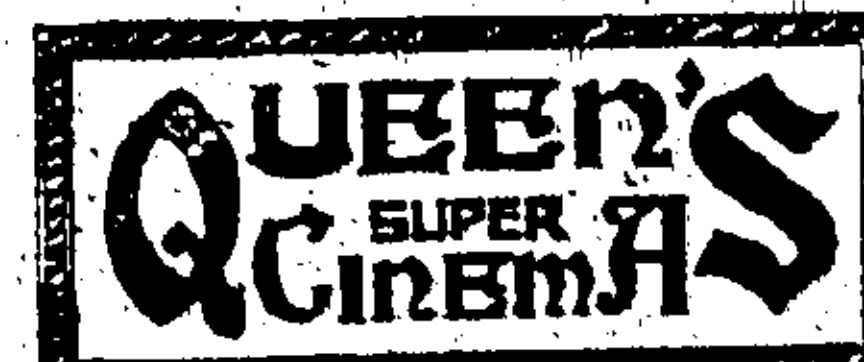
### THE NUDE IN STATUARY.

M. RODIN'S REASON FOR IT.

Mr. Anthony M. Ludovic, a former private secretary of Rodin, contributes various reminiscences of the master to the Cornhill Magazine. In one of his stories he says:

There were many among the visitors at Meudon who found difficulty in understanding even so simple a fact about Rodin's work as his habit of representing—or misrepresenting—well-known people in a state of complete nudity. I remember particularly an American lady who, after viewing the plaster model of the Hugo monument, turned to me in perplexity and asked why in the name of goodness Monsieur Rodin had taken a man like poor old Victor Hugo, who had gone to the pains of dressing like a decent and civilised human being all his life, and had divested him of every shred of clothing.

"Tell her," said Rodin, "that I hope the eyes of many generations, besides her own, will one day contemplate this monument. Why, then, should I clothe him, to make him look ridiculous in the foolish masculine fashions of his time? There is nothing more human than these statues of recent notabilities, to be seen in every big city of Europe, masquerading as father's models of their ugly period. Man's naked form on the other hand belongs to no particular moment in history; it is eternal, and can be looked upon with joy by the people of all ages."



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| 5 oz.                             | 2.50   | Small Tin                       | .40    |
| ROLOMOP'S                         | .50    | SAUCISSON de LYON OLIVE per lb. | 1.80   |
| HERBINS in White Wine Mark Recipe | .50    | BLACK OLIVES                    | .70    |
| HERRINGS EXTRA (J. TOLLEY)        | .60    |                                 |        |

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## AN INDIAN'S BRAVERY.

HOW A RUNNING TRAIN WAS SAVED.

A very gallant action on the part of a permanent way mate named Dalli, employed on the Oudh and Rohilkhand Railway, is described in the official report on the Indian Railways for 1924-25. During the floods in the neighbourhood of Lhaksar, which caused immense damage in September, 1924, this man was patrolling the line. He found that the embankment had subsided under a few sleepers, and while he was attempting to repair the damage the water suddenly rose and breached the bank. Knowing that a passenger train was expected, he attempted the risky task of crossing the breach. When, however, he was in the act of crossing, he saw the lamps of the engine approaching and certainly have been tragic.

signalled a warning with his red light. The breach increased and Dalli was left hanging with both hands to the rails with the lamp held in his teeth still showing its warning red light to the engine. The signal was seen by the driver who immediately slowed down and proceeded cautiously forward. The engine subsided into the breach, but thanks to the warning it was travelling slowly, with the result that both the driver and the trainmen were able to climb out over the tender. An assistant stationmaster who was travelling on the engine to discover the cause of the interruption in the telegraph communication was washed away, but fortunately he managed to catch hold of a branch of a tree and got ashore the following morning. Had it not been for the very gallant action on the part of the man, Dalli, the consequences would almost certainly have been tragic.



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**Hongkong Weekly Press.**

THE HONGKONG WEEKLY PRESS, PUBLISHED TO-DAY, CONTAINS, AS USUAL, THE LOCAL NEWS OF THE WEEK

The feature of special interest for readers at Home this week is the Statement made by H. E. the Governor on the Strike Situation

The report of the speech made by the Mayor of Canton amplifying the Communique issued by the Commissioner of Foreign Affairs at Canton is also reproduced

The Hongkong Weekly Press is an excellent substitute for a lengthy Home letter on General Affairs.  
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**THE "CUTTY SARK."**

FAMOUS OLD TEA CLIPPER RESTORED.

The following letter by Mr. Grant Oliver to *The Times* will be read with interest by old China hands and by all who go down to the sea in ships:

There are many ways of spending Boxing Day, but being in the neighbourhood of Falmouth I was able to make a long-desired pilgrimage to the *Cutty Sark*, fleetest and most perfect of tea clippers, built in 1869. It was blowing and raining, but by good luck I found a waterman ready to take me off to her, where she lay moored out in the stream, the last of her race. On board I was welcomed by the officer in charge, who had sailed in her when she was in the Trade, and I was particularly pleased to find that she is retained not only for sentiment, but used as a training school for lads about to enter the Navy or Merchant Service.

As I was taken along her yacht-like deck I could not help thinking there was something symbolical in the old custom of the crew being barefooted on such ships, and I felt I was being rough, discourteous, clownish—as if one were to embrace a woman's shoulders with gloves on: stupid as well as rude. But she knew, for if ever a ship had a personality, the *Cutty Sark* had. And after all who was I? Last year one of her old masters, one who had sailed her for ten successive years, came down from Norfolk to visit her after 28 years' separation, and I was told they had a job to get him to leave her quarter-deck. I would like to have sat alone for a while in her cosy panelled cuddy, picturing the scenes and men who had sat there as she tore through the Trades at 17 knots, scoring to take any sail off such a perfect sailer—Sydney to London in 73 days, round the Cape. And was not this one of the ships which Conrad knew, and from an incident on which he drew "The Nigger of the Narcissus"? Then to think of her patient suffering exile, the ignominy of an alien flag and tongue, a coast-tramp with hideous ports cut in her graceful sides! But loving hearts have restored her to the old flag and original condition, and moored her in one of the most beautiful of English harbours, a monument of past beauty, and a nursery for sea-destined boys; the *Cutty Sark*, a god-child of Burns.

**THE STAR THEATRE.**

CHORNI KOSKI. WHAT DOES IT MEAN?

"Chorni Koski." What does it mean? The curious view the performers take when they view the performances to be given at the Star Theatre Kowloon this coming week, by the Russian Imperial Light Opera Company, who are at present performing at the Theatre Royal. On Monday they will present "The Count of Luxembourg" in which some very excellent numbers will be performed by the Ballet. On Tuesday night they will present "Chorni Koski," which is something original in the line of entertainment, and we are promised a performance full of fun and action from the rise of the curtain in the first act to its drop in the last. This is to be the final performance of this company prior to its departure for India via Singapore. Prices are to remain the same, and seats can be booked at Moutrie's or at the Theatre.

**QUEEN'S THEATRE.**

THRILLING PICTURE BEGINNING TO-MORROW.

"The Calgary Stampede" starring Hoot Gibson, should attract good houses to the Queen's Theatre to-morrow and during the beginning of the week. The picture is produced by Carl Laemmle, who produced "The Phantom of the Opera." Hoot Gibson needs no introduction to cinema-lovers, but this is easily his finest picture. It was filmed at the big stampede carnival at Calgary, and the feature of the film is the stampede of 10,000 bison.

The picture is moreover a perfect reproduction of life in Western Canada; the actions are rapid, the scenes beautiful, and the story holds the spectators enthralled.

Virginia Brown Faire makes a fascinating leading lady, and the Hal Roach Comedy, "Roughneck Africa," is a hilarious production.

Sunday's programme at 8.15 p.m. at the Queen's Theatre will include a short piano recital by Mr. Harry Ore. He has selected the following pieces for his programme:—(1) "Moonlight"—Sonata Beethoven; (2) Two Gavottes from Olden Times; (3) Gavotte Bach and (4) Gavotte Gluck; (5) Prelude in C sharp minor Bachmannoff; (6) Etude on a Chinese Air Arensky.

**WEATHER REPORT.**

The Royal Observatory issued the following report at 5.35 p.m. yesterday:—The anti-cyclone appears to be central over North China, pressure over South Manchuria having given way considerably. The position of the typhoon remains uncertain; it is probably situated about 250 miles west of Palawan, moving west. A strong monsoon will continue along the S.E. coast and over the Northern China Sea.

Local forecast: N.E. winds; fresh, cloudy drizzle or mist.

**A MEMOIR.**

A. GURNEY GOLDSMITH. HIS SERVICES IN HONGKONG.

The Rev. G. T. Waldergrave, Chaplain of the Missions to Seamen in Hongkong, writes:—

There are few parts of the world in which the news of Gurney Goldsmith's passing away will not be received with sincere sorrow by members of the seafaring fraternity, and though there are now in Hongkong comparatively few either ashore or afloat who remember his ten years in this port; yet it would be a serious omission on our part were his death to be mentioned in a mere obituary notice without a more detailed account of his work on the China Coast.

Needless to say, when he landed in Hongkong in 1886 conditions were vastly different from their present state. Kowloon, for instance, was only just being thought of as more than a place for a few bungalows, the harbour was still full of sailing ships, and Hongkong abounded with grogshops of infamous reputation, posing as hotels. The names of a few may bring back memories—"The Land We Live In," "The Rose, Thistle and Shamrock," "The Flags of All Nations," "The Grand," and the "New Travellers." Ships then lay in harbour for weeks and even months at a stretch, and such places as those mentioned thrived on the hard-earned pay of men before the mast. The Sailors' Home at West Point was the only place of refuge which catered for seamen with no other interest than their welfare, and St. Peter's was the seamen's church. This became at once the centre of Goldsmith's activities, and though before he left, he had built an Institute in Kowloon and launched the original *Dayspring*, a steam launch which is still plying in local waters under the name of *Lee Ping*, he is best remembered in connection with that Church.

**DEALING WITH TOUGHS.**

Many stories are still told about his uphill fight on behalf of the men in whose cause he had enlisted. An apprentice with more money than brains "jumped" his ship, and was warmly welcomed at the "Grand" by toughs of various nationalities who promptly set about plucking the chicken. Goldsmith had already received letters from home asking about the lad, and ran his quarry to ground. He proceeded to take him home, but not without opposition. He was, however, surprisingly quick with his hands, and three of the said opposition having measured their length on the bar floor, the apprentice was in due course sent safely on his homeward voyage. The opinion which the proprietors of these "hotels" held of Goldsmith may best be judged by the fact that they once organised a procession and burnt him in effigy in Happy Valley.

He also made a fight for less Sunday work in the harbour, and in this after a great struggle he had a fair measure of success.

Mr. and Mrs. Goldsmith left Hongkong for Home in 1895, but it was not long before they were away again, this time to Australia where at Melbourne for some twenty years they carried on the great work in which they had been so successful here. About four years ago they left Melbourne and after a time at Bunbury and elsewhere and a visit home, they passed through Hongkong on their way to Kobe, to open up a "station" there. Mention has already been made of the result of their nine months' work there. When, for instance, the *Belgeland* arrived in this port the members of her ship's company spoke most warmly of the welcome they had received in Japan.

Representatives of the crews of the *Delta* and *Mutten* acted as pall-bearers when Gurney Goldsmith was laid to rest. Sudden, though the end was, yet surely he himself would hardly have chosen any other close to such a life as his than to pass away "in harness," in the service of Him Whom he had so faithfully obeyed working for the men of the sea.

It may be of interest to many to know what plans have been made for the immediate future of the Kobe Missions to Seamen. Mrs. Goldsmith writes:—"At present I am staying on in the Quarters (at 118, Higashi-Machi) and have a friend with me. We must on no account let the Mission down, and the Kobe people are quite prepared to do their bit." Will you let the men know how things are? The Committee men are taking turns to come and help and several ladies have promised me all assistance. Perhaps you would tell the men that my husband is no longer here to go on board and invite them."

**RUSSIAN LIGHT-OPERA CO.**

RETURN VISIT TO THEATRE ROYAL.

The Colony has been favoured with a return visit of the Russian Imperial Light Opera Company (presented by the Shanghai Theatrical Enterprises), who delighted large audiences both at the Theatre Royal and at the Star Theatre, Kowloon, recently with their bright performances of Gilbert and Sullivan light operas.

The Company returned from Manila yesterday after a successful season there.

**LAST NIGHT'S PERFORMANCE.**

At the Theatre Royal, last night, the Company presented a variety show under the name of "Chari Vari" consisting of music and dancing, interspersed with a sprinkling of nonsense and it was evident that the performance was greatly enjoyed, despite the drawback of the Russian language. It was a bright show from start to finish and the dancing numbers were especially pleasing.

To-night the Company present at 8.15 p.m. "The Merry Widow," to which several new features have been added since they presented it on the occasion of their previous visit to the Colony.

**LOCAL SPORT.****FOOTBALL.**

The following games are down for decision to-day:—

**INTERPORT PRACTICE GAME.**

Interport XI, v. Royal Navy, on the Hongkong F.C. ground, at 4.15 p.m. Referee: Mr. Smith, R.A. Linemen: Messrs. Austen and Sleep.

Royal Navy—Wavish (*Tamar*); Grindle (*L.S.*); and Wright (*Calliope*) (capt.); Kingston (*Durban*); Hudson (*Tamar*); and Carpenter (*Calliope*); Uppington (*Durban*); Hannington (*Hawkins*); Shore (*Concord*); King (*Calliope*); and Cobb (*Ambrose*).

Interport XI—G. Rodger; Wynne (capt.) and Wheeler; Mitchell, J. Stewart and Bristow; Charlesworth, Hummerstone, Gosang, Butler and Macklesworth.

**H.K.F.A. CHALLENGE SHIELD.**

JUNIOR: SECOND ROUND.

University v. East Surrey Drums, H.K.F.C. ground, kick-off at 2.30 p.m. Referee: Mr. Morfett.

Club de Recreo v. South China "B", Kowloon F.C. ground at 2.45 p.m. Referee: Mr. Baldwin.

St. Joseph's v. East Surrey Reserves, Sookunpoo "A," ground at 4.15 p.m. Referee: Mr. Matthews.

**HONGKONG LEAGUE.**

DIVISION II: "A."

South China "A" v. R.A. Reserves, Sookunpoo "A" ground at 2.45 p.m. Referee: Mr. Fernie.

DIVISION II: "B."

St. Joseph's Reserves v. East Surrey Drums Reserves, Sookunpoo "B" ground, kick-off at 2.45 p.m. Referee: Mr. Gilmour.

St. Joseph's Boarders v. Moslem Club "A," St. Joseph's ground at 2.45 p.m. Referee: Mr. Lenoire.

The Hongkong Interport team is due to leave by the *President Jackson*, sailing at 5 p.m. on Tuesday next, the 9th inst. The match with Shanghai has been fixed for Saturday, the 13th inst.

The Junior Shield Competition advances another stage to-day when the second round, with the exception of the Kowloon v. R.A. Reserves match, which is down for next Saturday, will be played. The East Surrey Reserves are out against St. Joseph's on the Garrison ground at Sookunpoo, and the military team should enter the semi-final. They have won both league games this season.

The University "A" will meet the East Surrey Drums on the H.K.F.C. ground. A good game should be seen. These teams have not met before this season, being in different sections of the Junior league.

At Kowloon, the Club de Recreo "A" meet a combined South China "B" and "C" league team. A good game should be seen with the Recreo just getting home.

In the "A" division of the league, South China "A" will meet the R.A. Reserves at Sookunpoo. These teams played a drawn game, one all, at their last meeting.

Two games only figure in the "B" division. St. Joseph's Reserves should repeat their former success against the East Surrey Drums Reserves. The Moslem Club have been going strong since their "B" team withdrew from the league. They should win against the Boarders to-day.

South China "B" team have withdrawn from the "B" division of the league, being unable to field a team.

**CRICKET.**

TO-DAY'S GAMES.

There are three first division league matches and two friendly games down for decision to-day.

The fixtures are as under:—

**LEAGUE I.**

University 1st XI v. Hongkong C.C. 1st XI, on the University ground.  
Civil Service C.C. 1st XI v. Indian R.C. 1st XI, on the C.S.C.C. ground.  
Chinese R.C. v. Royal Artillery on the C.R.C. ground.

**FRINDLY.**

Hongkong C.C. v. Kowloon C.C. on the H.K.C.C. ground.  
Royal Navy v. Civil Service C.C. on the Navy ground.

**YACHTING.**

THE WEEK-END PROGRAMME.

According to the Royal Hongkong Yacht Club's fixture list, there will be another full programme of sailing this week-end.

To-day should see the 9th and last championship race decided for the racing yachts, the course being to Pillar Rock and finish at the Yacht Club line, a distance of 12 miles.

To-morrow has been set aside for what is hoped will be a final race between the Navy and the Yacht Club to decide who shall win the rubber for the competition between the Navy and Club this season. At present the Yacht Club have gained the most points in two races; while the honours for the other two events have gone to the Navy.

Monday, according to the Club's programme, has been placed at the disposal of the ladies for a re-sail if necessary. In this connection it will be remembered that last Monday in the last championship race, *Diana* and *Colleen* tied with the same number of points in the handicap class, namely 45.

**OBITUARY.**

MR. J. W. BOLLES.

A wide circle of friends in Hongkong and the Treaty ports of South China will regret to learn of the death of Mr. John Walker Bolles, which took place at Wilmington, North Carolina, U.S.A., on Thursday, at the age of 70 years.

Mr. Bolles was formerly general manager of the Standard Oil Company of New York in Hongkong. He came to the Colony as assistant manager in 1895, and was promoted manager in 1901. He retired, and went home in 1916.

Whilst in Hongkong he resided at Elliott Crescent, Robinson Road. He was highly respected by all with whom he came in contact. He leaves a widow, his only daughter having died some years ago.

**CHINESE YOUTH SENTENCED.**

MONEY STOLEN AND HIDDEN IN SHOE.

A 16 year old Chinese youth appeared before Major C. Willson at the Central Police Court yesterday, on a charge of stealing two \$10 bills from a roll of \$50 the property of Hashmatrar Pritham, of On Hing Terrace, and was sent to prison for three weeks with hard labour and ordered to receive eight strokes with the birch.

Evidence was given by Sergeant McEwen to the effect that complainant went to his office with the \$50 in his pocket, in order to pay a man waiting for him there. On his arrival he discovered that two notes were missing. He suspected defendant as he had brushed past him on the way to the office, and when he had defendant, searched the notes were discovered concealed in his shoe.

Defendant denied stealing the money, saying that he found the notes near complainant's room. He admitted concealing the notes in his shoe.

**RAID IN A.P.C. BUILDING.**

PRINTING MACHINES AND LOTTERY TICKETS SEIZED.

A raid carried out by the police on the 7th floor of the A.P.C. building, Queen's Road Central, yesterday at noon, resulted in the seizure of presses and machines which it is alleged were being used for the printing of *Po Pin* lottery tickets. A quantity of printed tickets and articles used in the process of printing were also seized.

The seizure was made in the servants' quarters, which are situated on the 7th floor of the building and when the police arrived unexpectedly on the scene the printing of *Po Pin* lottery tickets was in full swing. A considerable number of tickets had already been printed. A number of Chinese alleged to be concerned with this enterprise were detained.

**HONGKONG'S SHIPPING IN 1925.**

The shipping statistics of the Colony for 1925, we learn, show that 9,577 ocean-going steamers arrived in Hongkong, the aggregate tonnage being 23,663,774, against 12,971 steamers and 27,874,930 tons the previous year. The decrease, therefore, is just under 15.2 per cent.

The decline in the river steamers is, of course, more pronounced—5,324 vessels and a tonnage of 5,607,993 for last year comparing with 9,438 vessel and 7,365,028 tons for 1924. The decrease in this case is over 40 per cent., but in tonnage the figures show a decrease of less than twenty per cent.

**GOLF.**

THE WEEK-END FIXTURES.

The golf programme for this week-end, according to the fixture card, is as under:—

To-day to Monday—Captain's Cup competition (Fauling).

To-morrow:—Junior Championship (second round).

To-morrow at Fauling the match between the Royal Hongkong Golf Club and the Services.

The team to represent the Golf Club in the above match has been selected as under:—J. W. Shewan, J. M. Walker, T. D. B. Pendered, E. M. Smith, W. Douglas, W. L. Smith, E. J. R. Mitchell and L. R. Andrews.

Eight-a-side singles will be played in the morning and four balls in the afternoon. At the same time this match will also provide a guide to the Committee in connection with the selection of the Hongkong Interport team, but a further trial in which other players will be engaged has been arranged for February 13th, before the final selection, which will probably be made on the following day. No definite dates have yet been fixed for the Interport matches.

**HOCKEY.**

The following will represent the Club against the 5th/2nd Punjab at the Marina Ground on Wednesday, February 10th, at 5.15 p.m. sharp:—E. W. Hamilton, C. H. R. Oxlade, C. I. E. Becker, E. F. Stewart, E. W. I. Martin, J. E. Noronha, H. Owen Hughes, W. Woodward (capt.), G. P. Lammert, R. Jacobs Larkcom, and B. D. Evans.



## "DAME" RUMOUR. THE PRESSURE FROM CANTON.

[BY AN OLD RESIDENT.]

The very definite announcement made by H.E. Sir Cecil Clementi is decidedly encouraging. He has said the right words at the right moment. Especially acceptable is his official warning about intimidation.

During the last few weeks desperate efforts have been made to scare the mechanics of this Colony. These workers are reticent, but some of them employed in the Naval Yard and at Tai Koo have undoubtedly been subjected to subtle forms of coercion. They will not give evidence before the courts, but they will tell their troubles to a few of those who know them well and in whom they have confidence. They always extract a "very secret" promise, as do Chinese clerks or others, in making confidential disclosures.

### THE GREAT DIFFICULTY.

"What the soldier says is no evidence" is a well-known principle of British law. In this Colony we have to adapt ourselves to local conditions. If the revenue officers could not act before a Chinese witness had given evidence in open court there would be few seizures of opium. It is ridiculous to refuse to listen to a Chinese because he will not speak until he has extracted a promise that you will in no way involve him personally. Nor is it possible for an Englishman to go back on his word. Life is always a conflict between the demands made by different kinds of loyalties. If you wish to retain the confidence of Chinese friends you dare not, even if you should so desire, be disloyal to them. They regard an Englishman's promise as a thing sacred; it is bad ethics and it is usually bad strategy to break a promise made to anyone. To break a promise made to a Chinese friend is to snap, at one blow, any bond that exists between him and you.

Therefore the reader must be prepared to accept the following statements in all good faith. They come from reliable Chinese sources. The object is to reassure the general public in Hongkong about the immediate prospects, and to warn them that intimidation has been recently attempted, and is still being used. Any good citizen should immediately report to the Secretary of Chinese Affairs or to the Police any suspicious incidents.

### COURAGE AND HONESTY.

That something has been afoot was made apparent by the announcement made by the local labour leader, Mr. Hon Man Wei. He is the President of the Engineers' Institute or Mechanic's Guild and from all accounts he seems to be a fine type of citizen. Enquiries made in reliable quarters show that he was one of the original founders of this local Engineers' Institute, the main purpose of which was that of a friendly society. There was placed right in the forefront of the programme the ideal of education for the workers.

As is usual with all pioneer efforts there was much blind prejudice against the perfectly legitimate, and entirely non-political aims of this guild or institute. Probably the only prominent European outside of Government circles who took the trouble to make enquiries about it was the late Mr. Montague Ede. He became so impressed that he developed a great scheme (which would have cost some millions of dollars) for welfare work in the Colony amongst the working classes. Mr. Montague Ede, unfortunately, has passed away, but the problem that he so carefully studied remains with us. It is one that H.E. Sir Cecil Clementi might investigate personally, for upon its final solution depends the future of this Colony. It is not a question to be decided by the personal prejudices of this or that "old China hand"; it is one that demands real statesmanship and not arrogance and that self-confidence which is dangerously like conceit that blinds. We are all affected by these labour troubles. The lesson of the Seamen's Strike is still fresh in our memories. It was not a quarrel that involved only shipowners and seamen.

### COLLECTIVE BARGAINING.

The day has disappeared when it is illegal for workers to form a union. Collective bargaining is quite legitimate. It is quite fair to object to any trade union being used as a lever for political ends. It is inviting suspicion and hostility to attempt the persecution of a law-abiding union of workers. Any attempt to do that sort of thing is an act of disloyalty to this Colony for it is playing into the hands of the Russian Bolsheviks.

Let us rather encourage these workers in their efforts, made in a legitimate manner, to improve their conditions. Especially should we be sympathetic towards their aspirations for more educational facilities. They are of the stuff from which men of character are evolved; they are, on the whole, industrious, patient and intelligent. They react to fair and sympathetic treatment. In the past they have been subjected to "squeeze" by unscrupulous overseers, and anyone who will help to eliminate "squeeze" is doing good work for this Colony.

Will the mechanics stand firm? That is the critical problem. They have been coerced and bullied by the Canton plotters. Rumours of the flight of their leaders have been widely circulated. Nothing has been left undone by the foes of law and order to discredit the leaders who have stood firm.

(Continued on next column.)

## CANTON NAVY AND BOYCOTT.

[FROM OUR CHINESE CORRESPONDENT.]

In order to strengthen the "anti-imperialist" boycott in Canton, the Kuomintang Naval authorities are putting a number of government launches at the service of the Strike Committee in compliance with a request made by them.

### CANTON SUFFRAGETTES.

[FROM OUR CHINESE CORRESPONDENT.]

Chinese women in Canton belonging to the Equal Rights League of the Kuomintang are asking for representation in the coming Law Revision Conference of the Canton Government. The women wish to have all "unequal clauses" in Chinese law relating to women deleted from the codes to be revised by the Canton Government.

### SUBMARINE MINES REMOVED.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang Naval authorities in Canton have given notice that the mines recently laid in the vicinity of Bocca Tigris forts and in order to prevent the entrance of North China gunboats have been removed.

### M. BORODIN.

[FROM OUR CHINESE CORRESPONDENT.]

The absence of M. Borodin, Soviet High Commissioner to South China, and Mrs. Borodin, will be about six weeks, during which time they expect to visit Peking and other parts of North China. They will also visit Swatow, if a Russian steamer is leaving Canton at a suitable time.

### MR. SOMERSET MAUGHAN.

#### ARRIVAL IN HONGKONG EN ROUTE TO SAIGON.

Yesterday Mr. Somerset Maughan, playwright, and novelist (author of "The Painted Veil," the book which was given considerable free advertisement owing to the holding up of the first edition and the changing of scenes from Hongkong to an imaginary place), arrived from Manila by the s.s. *Tanda*, en route for Saigon.

Mr. Maughan had no intention of coming to Hongkong, having planned to take a boat from Manila direct to Saigon, but he missed it and therefore he was forced to come on to Hongkong in order to catch the French s.s. *Hanoi*, which leaves this port for Saigon to-day. This being so, Mr. Maughan arrived in Hongkong clad in summer clothes and his topee, and naturally found it rather chilly here after Manila.

Mr. Maughan is collecting material for a volume of short stories about Malaya, Borneo and the Far East.

### BOUND OVER.

#### THE ASSAM WIRELESS WATCHMAN CASE.

The case of a former wireless watchman of the s.s. *Delta*, a native of Assam named C. T. French, was concluded at the Kowloon Magistrate's Court before Mr. E. W. Hamilton yesterday, when defendant was ordered to sign a bond of \$250 to be of good behaviour for a year.

Defendant was charged with the larceny of money and clothing from the cabin of two passengers, and had previously pleaded guilty of the offences. His Worship, said after careful consideration, in view of defendant's youth, he had decided not to send him to prison as he thought that the thefts were committed in a moment of temptation.

Some of these men have been fighting a great battle. It is easy enough for them to run away. It is a great temptation when they are offered opportunities to make money on the Canton Strike Committee. It demands great moral courage to say "No" when threats and bribery, subtle but tempting, are urging the alternative answer. The moral courage to resist is a thing that deserves our admiration. The sight of a man fighting such a battle in his daily work in a dockyard is hidden from the European, but the fight goes on. It continues in his home and in his club. In the end the victory is great; even if the battle is lost it is a great thing to know that the men are fighting until the end. In this present fight the workers who refuse to strike are the real patriots of China.

Many of us feel helpless because, if we seem to interfere, we may do the men more harm than good. We can, at least, decide to regard them with respect. We can note the cowards who run away and the courageous ones who remain on duty. It seems almost certain that there will be no strike. The splendid stand made by the mechanics will, unless the entirely unexpected happens, prevent a general strike. Let us hope that moderate labour leaders of the type of J. H. Thomas will appear in other parts of China. Asia is awakening and needs men of courage and integrity as leaders.

## WEDDING.

### CEREMONY AT PEAK CHURCH.

The Peak Church was filled yesterday afternoon on the occasion of the wedding of Miss Phyllis Mabel Parker, only daughter of Mr. and Mrs. Lewis Arthur Parker, of Seaton House, Acton Vale, London and of Hongkong, and Mr. Leo Vinderslev-Jensen, only son of the late Mr. and Mrs. S. Vinderslev-Jensen, of Copenhagen, Denmark, and of the Great Northern Telegraph Co., Ltd., Shanghai.

The bride was given in marriage by her father and was daintily attired in a gown of white georgette, embroidered with crystal beads, with veil and carried a bouquet of pink roses.

The bride's mother wore a charming gown of black and green marocain with hat to match.

The Rev. J. H. T. Holman conducted the ceremony and Mr. Gilbert Travers acted as "best man." Mr. F. Mason, of St. John's Cathedral, was at the organ, and the Church was prettily decorated.

After the ceremony a reception was held at No. 300, The Peak, kindly lent for the occasion by Mr. and Mrs. H. L. Mecklenburgh. It is interesting to note that Mr. and Mrs. Mecklenburgh celebrated the anniversary of their own wedding, which took place from the same house and at the same Church last year.

A large number of friends attended and toasted the happy pair. Amongst those present were Mrs. Turner, Mr. and Mrs. Gears, Mr. and Mrs. Fowler, Mr. and Mrs. Stark, Mr. and Mrs. Leach, Mr. and Mrs. Arnold, Mr. and Mrs. Taylor, Mr. and Mrs. F. A. Perry, Mr. and Mrs. Pederson, Dr. Montgomery, Mr. A. H. White, Mr. A. P. Bungey, Mr. Montagu Smith, Mr. and Mrs. Gillingham, Mr. and Mrs. May, Mr. and Mrs. Jensen.

The honeymoon is being spent at Repulse Bay and Shanghai, for which port the happy couple leave on the s.s. *President Jackson* on the 8th instant, and after a short stay in Shanghai they proceed to Vladivostok where they will reside. The bride left for Repulse Bay in a dress of wine coloured marocain over which was worn a long coat of black and gold with hat to match.

### MR. AND MRS. COLLETT.

#### A MUSICAL LOSS TO THE COLONY.

Mr. and Mrs. Collett who were the recipients of a silver rose bowl and a blackwood tray from the members of the Union Church, Kennedy Road, on Thursday evening, leave for Home by the s.s. *Karmala* on the 8th inst. Mr. and Mrs. Collett have resided in the Colony since 1923, and Mr. Collett is now being transferred to Devonport Dockyard as Deputy Cashier.

In addition to his being organist at the Union Church, Mr. Collett has been Hon. Conductor and Musical Director of the Philharmonic Society, and was responsible for the conductorship and musical direction of "The Yeoman of the Guard" in December 1924, "The Gondoliers" in March 1925, and "Iolanthe" in December last. Before coming to Hongkong he had been engaged in musical work at Portsmouth and Gibraltar.

Mrs. Collett took principal parts in the operas, and has frequently appeared on the concert platforms of the Colony. She also is an experienced pianist. Their departure is a great loss to musical interests in the Colony.

### BRAVERY RECOGNISED.

#### SCOUT SILVER CROSS FOR HONGKONG MAN.

The *Scout*, the official organ of the movement, announces that Scoutmaster H. Braga, of the 1st Hongkong (St. Joseph's College) Troop, has been awarded the Silver Cross by the Association for his gallantry in connection with the rescue of a girl from the ruins of a collapsed house at Po Hing Fong, Hongkong, on July 18th, 1925.

Mr. Braga has also been awarded the Bronze Medal of the Order of St. John of Jerusalem.

### MOTOR CYCLE ACCIDENT.

#### CHINESE YOUTH SERIOUSLY INJURED.

Two Chinese youths were seriously injured in a motor-cycle accident, near the Soldiers' Club on Thursday. Both were admitted to hospital, one of them with a fractured skull.

The motor-cycle combination was being driven by the owner, Au Ying Ming, of 21, Morrison Hill Road. There was a passenger in the side-car, and a boy riding on the pillion. The result was that the machine ran into a tree, and overturned. The occupants were thrown out; the driver receiving injuries to his right arm and right side, and the occupant of the side-car fracturing his skull, but the boy on the pillion was only slightly injured. They were picked up by a European, and "first aid" given before being conveyed to hospital.

The machine was badly damaged.

## THE TRAM-CAR ACCIDENT.

### SEQUEL TO CHINESE WOMAN'S DEATH.

#### ENQUIRY CONCLUDED.

The enquiry which was opened last week at the Central Magistracy by Major C. Willson, sitting as a Coroner, with a jury, concerning the death of a Chinese woman, named Wong Wan Sze, who was knocked down by a tram-car on January 8th near the Tai Ping Theatre, West Point, and died a week later in the Government Civil Hospital, was concluded yesterday afternoon, following a visit by the Coroner and jury to the scene of the mishap.

Further evidence was given by eye-witnesses of the accident, who described how the woman was knocked down by a car coming from West Point, while she was facing another car coming from the East. These witnesses also stated that while the driver of the car coming from the East, which was preparing to stop, near the Theatre, (where all cars from the East have to stop, but cars from the West do not), sounded his gong, the driver of the car from West Point neither sounded his gong nor reduced the speed of the car. (When the drivers of these cars previously gave evidence, both stated that they sounded their gongs and also reduced speed).

The Chief Traffic Inspector of the Hongkong Tramways, Ltd., said the standard near which it had been stated that the deceased woman had been standing just before being knocked down, was not a compulsory stopping place for cars going East but was a compulsory stopping place for cars going West.

In answer to the foreman of the jury, witness said that motormen had instructions to sound their gongs when passing cross-overs and other cars.

#### CONSIDERED DANGEROUS.

In answer to a further question as to whether motormen were instructed to slow down their cars when passing stopping places they were not required to stop at, witness said there was no necessity for them to do so.

The Foreman considered this dangerous and thought that all cars should slow down whether they had to stop at these places or not. He suggested that the deceased woman might not have been aware that this was a stopping place for cars going West only, and would therefore have been under the impression that all cars would stop there.

The Chief Engineer of the Hongkong Tramways, Ltd., said that the car which knocked the woman down was one of their oldest type, being number 17. The average speed of a car when travelling on fourth notch (as this car was doing at the time of the accident) was 7 to 8 miles per hour during traffic hours, while the maximum speed on fourth notch was 10½ miles per hour. When a car was travelling on fourth notch and all brakes were applied, it could be pulled up within 25 feet to 30 feet.

#### CLEARLY TO BLAME?

Mr. G. K. Hall Brutton, who appeared on behalf of the family of the deceased, said that the jury had to consider whether there was any negligence attached to anyone. He submitted that the driver of the car which knocked the woman down was clearly to blame for the accident. Witnesses had stated that the driver of this car had not sounded his gong or reduced the speed of the car. There were two courses open to the driver under the circumstances: one was to sound his gong and the other to apply his brakes. He thought the woman had seen the car from the East approaching and did the most sensible thing she could, remain by the standard waiting for it to pass, and that with her back to the car approaching from the West she did not know it was coming. If the gong of the car had been sounded she would have turned around, seen the car approaching her and have had ample time to get into safety. The only position, under the circumstances, considered Mr. Hall Brutton was that the driver was not looking, otherwise he would have rung his gong and taken steps to stop the car, which he could have done.

#### AN INEVITABLE ACCIDENT.

Mr. R. A. Wadson, who appeared for the Hongkong Tramways, Ltd., said in an enquiry they had to deal with the evidence and not with suppositions. It was easier for witnesses to say that they did not hear the gong sounded than for them to say that it was not sounded. A tram-car would make a considerable amount of noise and anyone could hardly help hearing it. He put it that the woman turned from where she was standing and her shoulder was caught by the handrail of the car and she was knocked down. They had evidence to show that the car could not have been stopped within less than 25 feet to 30 feet and he thought that no blame was attached to the driver. He asked the jury to come to the conclusion that this was an inevitable accident.

After a brief retirement the jury returned a verdict of "Accidental Death."

#### A RIDER.

They added a rider suggesting that the Tramway Company should not have stopping places where cars going one way only stopped, but that if there was a stopping place, trams proceeding in each direction must be compelled to stop there.

The Coroner promised to forward the rider to the Tramway Company.

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"MANTUA"

ARRIVED HONGKONG ON 5TH FEBRUARY, 1926.  
FROM ANTWERP, LONDON, GIBRA-  
LTA, MARSEILLES, MALTA,  
PORTSAID, ADEN, COLOMBO  
AND STRAITS.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed  
that their Goods are being landed and  
placed at their risk in the Hongkong and  
Kowloon Wharf and Godown Company's  
Godowns at Kowloon, where each Consignee  
will be sorted out Mark by Mark and Delivery  
can be obtained as the Goods are landed.

Optional Goods will be landed here unless  
Instructions have been given to the contrary  
Six hours before arrival of the Steamer.  
Goods not cleared within 8 days, including  
date of arrival will be subject to Rent.  
No Fire Insurance will be effected by us in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees, and  
the Company's Surveyors, Messrs. GODDARD  
& DOUGLAS, at 10 a.m., on Mondays  
and Thursdays, within the Free Storage Period.  
All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the  
26th February, 1926, or they will not be  
recognized.

No Claims will be admitted after the Goods  
have left the Godown.  
MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, 5th February, 1926. [3152]

THE BANK OF EAST ASIA,  
LIMITED.

NOTICE IS HEREBY GIVEN that The  
SEVENTH ORDINARY YEARLY  
MEETING OF SHAREHOLDERS will be  
held at the Registered Office of the Company  
No. 10, DES VOEUX ROAD CENTRAL, at 3.30  
P.M., SATURDAY, FEBRUARY 13TH 1926,  
for the purpose of receiving the Report of  
the Directors together with a Statement of  
Accounts for the Year Ending 31st DECEMBER,  
1925.

By Order of the Board of Directors,  
KAN TONG PO,  
Chief Manager.  
Hongkong, 21st January, 1926. [3098]

THE HONGKONG, CANTON & MACAO  
STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SIXTH  
ORDINARY MEETING OF SHARE-  
HOLDERS in the Company will be held at  
the Office of the Company, No. 4A, DES VOEUX  
ROAD, on TUESDAY, 16TH FEBRUARY,  
1926, at 12 o'clock Noon, for the purpose of  
receiving a Report of the Directors, together  
with a Statement of Accounts, and electing  
Directors and Auditors.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.  
Hongkong, 26th January, 1926. [3121]

HUMPHREYS ESTATE & FINANCE  
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that The  
ANNUAL ORDINARY GENERAL  
MEETING OF SHAREHOLDERS in this  
Company will be held at the Hongkong Hotel,  
Hongkong, on SATURDAY, the 20TH  
FEBRUARY, 1926, at 11 a.m. for the purpose  
of receiving the Report of the Directors to-  
gether with a Statement of Accounts for the Year  
ended 31st DECEMBER, 1925.

By Order of the Board of Directors,  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 3rd February, 1926. [3143]

## INTIMATIONS

## FOR SALE.

THE BUSINESS OF "MAIDA" with  
FIXTURES, FITTINGS, Etc.

Owing to Private Circumstances not  
connected with Trade Depression,  
the Owner wishes to Dispose of it. Since  
June last when the Business was started it  
has paid Expenses and made Profits and  
there is every prospect of quite a Good  
Remunerative Return in the future—more  
especially so as the Overhead Expenses are  
Small and No Large Capital Outlay is  
necessary.

All Books are Open to Inspection.  
Will Any One interested Please Com-  
municate immediately in Confidence to  
"MAIDA," 2nd Floor, ASIATIC BUILD-  
ING. [3150]

HONGKONG ST. ANDREW'S  
SOCIETY.

## ANNUAL BALL

MEMBERS are Reminded of the follow-  
ing Dates:—  
1st REEL PRACTICE—FRIDAY, 19TH  
FEBRUARY, 5.30 to 7 P.M.  
2nd REEL PRACTICE—TUESDAY, 23RD  
FEBRUARY, 5.30 to 7 P.M.  
BALL—FRIDAY, 26TH FEBRUARY,  
9.30 P.M.

Members are Also Reminded that they  
will be liable for Subscriptions as previous-  
ly instructed unless the Hon. SECRETARY  
is notified in writing of any Changes on or  
before TUESDAY, the 23rd inst.

A. K. MACKENZIE,  
Hon. Secretary.  
c/o HOLTZMAN, MASSEY & CO., LTD.  
Queen's Buildings  
(Tel. C. 2493)  
Hongkong, 4th February, 1926. [3148]

## NAVY CONTRACTS 1926-1927.

SEALED TENDERS, in Duplicate, for  
THE SUPPLY of the Undermentioned  
Stores for H.M. NAVAL SERVICE at  
Hongkong during the Period 1st APRIL,  
1926, to 31st MARCH, 1927, will be  
Received by the COMMODORE, H.M.  
NAVAL YARD, until NOON on MONDAY,  
the 22ND FEBRUARY, 1926:—

FROZEN MEAT.  
FRESH VEGETABLES.  
SOFT BREAD.  
BISCUITS.  
RICE.  
SUGAR.

Forms of Tender and any necessary In-  
formation may be obtained on Application  
to the VICTUALLING STORE  
OFFICER, H.M. NAVAL DEPOT, KOWLOON.  
The right to reject the Lowest or any  
Tender is reserved.  
H.M. Naval Depot, Kowloon, February  
4th 1926. [3144]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
CO. LTD.

CONSIGNEES per Company's Steamer  
"HECTOR" are hereby notified that the Cargo will be dis-  
charged into Hoi's Wharf, Kowloon, where it  
will be at Consignees' risk and subject to  
Terms and Conditions of Storage at Hoi's  
Wharf. The Cargo will be ready for Delivery  
from Godown on and after 4th February.

Optional Cargo will be landed, unless Notice  
has been given prior to Steamer's arrival.  
All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on any Tuesdays and Fridays be-  
tween the hours of 10.45 a.m. and Noon within the  
Free Storage period.

No Claims will be admitted after the Goods  
have left the Steamer's Godown, and all Goods  
remaining undelivered after the 10th February,  
will be subject to Rent.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the  
26th February, or they will not be recognized.  
No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 4th February, 1926. [3147]

## NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM  
NAVIGATION CO'S STEAMER  
"KASHMIR"

ARRIVED HONGKONG ON 4TH FEB. 1926.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed that their  
Goods are being landed and placed at their  
risk in the Hongkong and Kowloon Wharf and  
Godown Company's Godowns at Kowloon,  
where each Consignee will be sorted out  
Mark by Mark and Delivery can be obtained as  
the Goods are landed.

This vessel brings on Cargo from Persian  
Gulf ex B.L.S.N. and B. & P.S.N. Company's  
Steamers.  
Optional Goods will be landed here unless  
Instructions have been given to the contrary  
6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including  
date of arrival will be subject to Rent.  
No Fire Insurance will be effected by us in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees,  
and the Company's Surveyors, Messrs. GODDARD  
& DOUGLAS, at 10 a.m., on Mondays  
and Thursdays, within the Free Storage Period.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the 26th  
Feb. 1926, or they will not be recognized.  
No Claims will be admitted after the Goods  
have left the Godown.  
MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, 4th February, 1926. [3151]

## INTIMATIONS

## HONGKONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that The  
REGISTER OF MEMBERS OF HONG-  
KONG TRAMWAYS, LIMITED, will be CLOSED  
FROM FRIDAY, FEBRUARY 12TH to  
THURSDAY, FEBRUARY 25TH, 1926, both  
days inclusive.

By Order of the Board,  
W. F. SIMMONS,  
Secretary.  
Hongkong, 2nd February, 1926. [3140]

HONGKONG HORTICULTURAL  
SOCIETY.

THE ANNUAL SHOW OF FLOWERS  
AND VEGETABLES will be held at  
VOLUNTARY HALL, QUEEN'S ROAD, on  
MONDAY, 1st MARCH, 1926, at 1 P.M. on  
TUESDAY, 2nd MARCH, 1926, at the Hon.  
SECRETARY'S Office, but it is hoped that In-  
tending Exhibitors Will Send in their Entries  
As Early As Possible.

Schedules are now being printed and will be  
Posted at an Early Date.  
Members who have not yet Paid their Sub-  
scription and All Those who wish to Join the  
Society are kindly Requested to Send \$5 Im-  
mediately to the Hon. Secretary, Mr. E. B. J.  
HORNELL, c/o Messrs. JAMES, MATTHEWSON  
& Co., Ltd. [3135]

## DERRINGTON.

## HIGH CLASS PRIVATE HOTEL.

5, PEAK ROAD. TEL. CENTRAL 4464.  
[3035]

FOR DISPOSAL—One ICE MACHINE.  
Just Arrived. Produces 2 lbs. of Ice Every  
Seven Minutes. Always Ready for Use; No  
Heating, No Cooling Water, No Motor Re-  
quired. \$500.00. Tel. 4630. MONTGOMERY  
OLBERTON & Co., 10, Des Voeux Road,  
Central. [3139]

A Young, Educated GIRL of a Good Eu-  
ropean Family, Requires Position as  
CHILDREN'S NURSE or Companion, does  
not object to Travelling. Good References.—  
Address: Miss OLGA MAROSOFF, No. 47  
(Apartment 7), ASHLEYSTON STREET,  
HARBOR. [3139]

## TO LET.

NO. 51, GRANVILLE ROAD, KOW-  
LOON.  
Apply to—  
SPANISH DOMINICAN PROCURATION.  
[3129]

## TO LET.

ON or About MARCH, 1926, WHOLE-  
FLAT or SPACIOUS SUITE of  
OFFICES in the "FRANCE BUILDING" or  
"VICTORIA BUILDING," No. 5, QUEEN'S ROAD  
CENTRAL (between CHARTERED BANK and  
MARGARET BANK).  
Apply to—  
BANQUE DE L'INDOCHINE,  
Chater Road. [2607]

## TO LET.

GOUDOWNS in ALEXANDRA BUILD-  
INGS (Basement).  
Apply—  
SECRETARY,  
A. S. WATSON & Co., Ltd.  
2032

THE BRITISH MALAYA TRUSTEE AND  
EXECUTOR COMPANY, LIMITED.

(INCORPORATED IN SINGAPORE).

THE Company is prepared to act as  
EXECUTOR, ADMINISTRATOR or  
TRUSTEE and as ATTORNEY or AGENT  
for Persons having Interests in MALAYA or  
desiring to acquire Interests there.

Booklets and any further Information may  
be obtained on Application to the SECRE-  
TARIES, at CHARTERED BANK CHAMBERS  
SINGAPORE. [123]

PREPAID "WANTED"  
ADVERTISEMENTS

TO LET—From April 1st, 1926, for Six  
Months, Well Furnished FLAT, Four  
Rooms, Central District, All Modern Con-  
veniences including Elevator. Apply—Box No.  
155, c/o Hongkong Daily Press. [155]

## ON SALE.

HONGKONG HANBARD REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Season 1924.

Revised by Members  
PRICE: ... .. \$5  
DAILY PRESS OFFICE

## INTIMATION

## W. &amp; A. GILBEY'S

## "SPEY ROYAL"

## SCOTCH WHISKY.

## THE CHOICEST and

## OLDEST procurable.

Messrs. W. & A. Gilbey Ltd.

being the proprietors of Three  
Highland Distilleries are in a  
position second to none to supply  
the finest possible Scotch Whisky.

"SPEY ROYAL" Scotch Whisky  
has been matured for many years  
in their own Excise Bonded  
Warehouse, and has been special-  
ly stored in Sherry Casks.

## SOLE AGENTS:

A. S. WATSON  
& CO., LTD.

Wine and Spirit Merchants.

## BIRTHS.

BASKETT.—At Peking, on January 31st, to  
Mr. and Mrs. A. S. BASKETT, a daugh-  
ter. [3125]

BRANDWIN.—On January 28th, at Rams-  
gate to Dr. and Mrs. BRANDWIN, a  
daughter. [3125]

DELGA.—At Shanghai, on February 1st, to  
Mr. and Mrs. DELGA, a daughter. [3125]

HAYLES.—At Shanghai, on January 30th,  
to Mr. and Mrs. A. A. HAYLES, a  
daughter. [3125]

## MARRIAGE.

VINDERSLEY-JENSEN — PARKER. — At the  
Peak Church, Hongkong, on February  
1st, 1926, JAMES HENRY KYNOCH, of the  
Public Works Department, aged 43  
years. Funeral to-day, passing the  
Monument at 5 p.m. No flowers by  
request. [3155]

DEATHS.

KYNOCH.—At the Government Civil Hos-  
pital, Hongkong, on 5th February,  
1926, JAMES HENRY KYNOCH, of the  
Public Works Department, aged 43  
years. Funeral to-day, passing the  
Monument at 5 p.m. No flowers by  
request. [3155]

MORRIS.—At Shanghai, on February 1st,  
LOUIS ARTHUR MORRIS, Master Mariner,  
aged 56 years.

SUTHERLAND.—At Shanghai, on February  
1st, JOAN FRANCES, infant daughter of  
Mr. and Mrs. A. P. SUTHERLAND, aged  
eight months.

THOMPSON.—At Shanghai, on January  
31st, ALEXANDER THOMPSON, marine  
engineer.

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, FEBRUARY 6TH, 1926.

## "THE CHINA COMMITTEE."

The recent formation in London of an  
influential Committee for the purpose of  
watching the political situation in the  
Far East and making representations to  
the Government as occasion demands  
contains for British subjects in Hongkong  
and China an assurance that the Foreign  
Office will be well supplied with infor-  
mation and advice. It is hardly necessary  
to mention that the Foreign Office is con-  
stantly being furnished with information  
from its own official sources—the Lega-  
tion and the Consulates—and most people  
are aware of the fact that a close  
touch is maintained with the Foreign  
Office as well as with the Colonial Office  
by such bodies as the Committee of the

China Association in London and the  
Far Eastern Department of the London  
Chamber of Commerce; so that full re-  
presentation of what we may call unofficial  
views on any important question that has  
arisen have never been lacking at the  
Foreign Office or at the Colonial Office.

It has evidently been felt that the grow-  
ing number of questions of grave import-  
ance to British commercial and financial  
interests in China which are now occupy-  
ing attention call for the formation of an  
influential special committee closely to  
watch what is going on, and REUTER tells  
us that Sir ARTHUR CHAMBERLAIN has  
welcomed the appointment of this Com-  
mittee, promising gladly to avail himself  
of their offer of co-operation, and even  
invites practical constructive schemes  
which "the wide experience embodied in  
the Committee may from time to time  
suggest for the relief of the present  
serious situation." Most of the members  
of this Committee are known to residents  
in the East as being men who have spent  
a good many years in China filling posi-  
tions in commercial and banking circles  
of great importance, and therefore well  
qualified to offer advice, while all, save  
the Chairman of the Committee, are  
identified with China trade, as, for exam-  
ple, Sir HUGO CONNIFEE-OWEN, Chairman  
of the British-American Tobacco Com-  
pany, Sir ROBERT COHEN, who is a direc-  
tor of the Asiatic Petroleum Company,  
Lieut. General Sir GEORGE MACDONALD,  
who is a member of the London  
Committee of the Hongkong & Shanghai  
Banking Corporation, and Mr. RICHARD  
HOLT, of the well-known Liverpool firm  
of shipowners. "We do not know that  
Lord Southborough, who is the Chair-  
man of the Committee, is connected with  
any commercial or financial interest in  
China. His recommendation is his wide  
and varied official experience gained over  
a period of something like forty years.

Beginning his career in the Board of  
Trade as a solicitor he was afterwards  
employed on several occasions on missions  
to Canada, Newfoundland and the United  
States; he has served on four or five  
Royal Commissions and was President  
of the Commission to India on Reform  
in 1918-19. His official service included  
also a period of about four years (1907-11)  
as Permanent Under-Secretary of State  
for the Colonies. Therefore, while at first  
sight it appears strange that the Chair-  
man of a China Committee should be a  
noble lord who has no special knowledge  
of China, it will be recognised that it  
must be of great advantage and assist-  
ance to the Committee to have the benefit  
of a Chairman who applies himself to the  
consideration of China problems with a  
mind unbiassed by previous experience of  
China, but at the same time a very wide  
knowledge and experience of general  
public affairs gained in the course of a  
long official career. This Committee must  
in turn be dependent for its information  
largely upon existing channels in the Far  
East such as the British Chambers of  
Commerce, branches of the China Associa-  
tion in the various Treaty Ports and  
Hongkong as well as on information com-  
municated by firms to their head offices  
and it is scarcely necessary to suggest  
that it is up to local organisations and  
firms to see that their views are fully  
represented to the Committee.

Lady Turner is proceeding to London  
on the *Malwa* which is leaving to-day.

The Manila Observatory reported the  
typhoon yesterday as in about 115deg.  
Long. E. 13deg. Lat. N., moving W.

Sir John Tilley, P.C., K.C.M.G., the  
new British Minister to Japan, is travel-  
ling on the *Mantua*, which reached Hong-  
kong yesterday.

The 34 members of the Shanghai Thea-  
trical Enterprises, Russian Opera Co.,  
arrived in the Colony from Manila yester-  
day by the s.s. *Tandra*.

A dog owned by Mrs. Edgar, of No.  
3, Moreton Terrace, Causeway Bay, was  
taken to Kennedy Town for observation  
on Thursday, after an attack on a  
Chinese.

Among the passengers who arrived by  
the P. & O. liner *Mantua* yesterday were  
Mr. V. M. Grayburn, Mr. E. E. Greig,  
Mr. and Mrs. W. J. O. Mackenzie, Mr.  
and Mrs. A. B. Stewart, Mr. and Mrs.  
W. L. Shenton, and Mr. P. D. Wilson.

Dr. J. H. Sanders, of the *Matilda*  
Hospital has gone on a short holiday to  
Shanghai.

A collision occurred near Bowington  
Road Canal on Thursday between a taxi-  
cab and a lorry. The taxi was damaged.

A Chinese broker discovered a few days  
ago that all the furniture and fittings at  
No. 11, Peak Road, had been stolen. The  
house had been vacant for some months.

A number of armed robbers boarded a  
junk which was stationary near the shore  
in Hongkong harbour on Thursday night,  
and after holding up the mistress, de-  
camped with jewellery valued at \$154.50.

A Chinese was remanded by Mr. R. E.  
Lindell at the Central Magistracy yester-  
day on a charge of having seditious  
Chinese newspapers in his possession.  
Defendant said he was sent to a Canton  
boat to get the papers which were sealed.

Mr. F. A. Wallis, till lately British Vice-  
Consul at Canton, who left for England  
in October with his wife on sick leave  
after a breakdown in health, has now  
practically recovered, but will remain in  
England on ordinary leave for about a  
year.

At the Central Magistracy yesterday,  
two Chinese were charged with unlaw-  
ful possession of some clothing and an elec-  
tric fan. Defendants said that they had  
received them in lieu of wages from their  
master, who had become bankrupt. They  
were discharged.

The error into which we pointed out  
yesterday that our London contem-  
porary, the *China Express and Telegraph*  
had fallen, in stating that H.E. the  
Governor of Hongkong had been honour-  
ed with a K.C.B. (not K.C.M.G.) evi-  
dently arose out of what was an obvious  
misprint in *The Times*.

A total of 255 bags of mail from  
Europe and the United Kingdom and  
Straits, was landed from the P. & O. s.s.  
*Mantua* yesterday. Of this number 120  
bags contained letters and papers from  
the United Kingdom, dated London,  
January 24th. There were also 85 bags of  
parcels from the United Kingdom.

Members of the Kowloon Cricket Club  
and their friends, to the number of about  
150, spent a very enjoyable time on the  
Rooftop Garden at the Hongkong Hotel last  
night, the occasion being another dance  
in the Club's winter series. An excellent  
programme was gone through, the music  
being provided by the Hongkong Hotel  
Orchestra.

The magazine of St. Andrew's Church,  
Kowloon, mentions that Mr. and Mrs. J.  
J. Robson are leaving the Colony in  
March after a stay in Kowloon of over  
twenty-five years. Mr. Robson, always  
supported by his wife, has taken a prac-  
tical interest in every organization of the  
Church since it was opened in 1905, and  
as Vicar's Warden has been a most loyal  
and devoted worker.

Mr. D. Percebois, formerly Commis-  
sioner of Customs at Pakhoi, and who  
retired in 1921 after 46 years' service,  
has been awarded by the French Govern-  
ment the Cross of Chevalier de la Legion  
d'Honneur. Mr. Percebois was well-  
known in Hongkong, having been detach-  
ed in 1910 to the Colonial Government in  
connection with the Imports and Exports  
Revenue Department.

Dick Norton and his "New Globe  
Trotters" at the "Star" Theatre, Kow-  
loon, continue to please large audiences  
with their variety entertainment and last  
night there was another crowded house.  
Dick Norton himself as a fun-maker kept  
the ball rolling all night, and he is ably  
supported by his six confederates. The sing-  
ing is of high order all round, and all  
through the show a genial and jovial note  
is struck. The "New Globe Trotters,"  
who will remain up to and including Sun-  
day night are well worthy of a visit.

The funeral of Miss Rose Chaun,  
second daughter of Dr. and Mrs. M. H.  
Chaun, who died at the French Hospital,  
Causeway Bay, on Thursday, took place  
yesterday afternoon, starting at two  
o'clock from the French Hospital. The  
late Miss Chaun was a former student at  
St. Stephen's Girls' College. She is  
survived by her mother and father, four  
sisters and four brothers, among whom  
is Dr. K. W. Chaun, who only recently  
returned from America upon the com-  
pletion of his professional training.

Yesterday afternoon, Mr. E. D. C.  
Wolfe, who returned to the Colony from  
Home on the P. & O. s.s. *Mantua*, had  
an informal chat with a parade of  
European police sergeants in the Com-  
pound at Police Headquarters, and in  
the course of his remarks he complimented  
them on their services during the time  
he had been absent from Hongkong.  
Mr. Wolfe resumed his duties yesterday  
as Captain Superintendent of Police,  
which office during his absence on leave  
has been held by Mr. P. P. J. Wodehouse,  
C.I.E., who goes on leave next month.  
While on holiday Mr. Wolfe attended the  
world conference of police officials in New  
York and also investigated police work  
in the United States.

VOLUNTEERS

PARADE OF THE CORPS TO-DAY.

A Corps parade of all units of the  
Hongkong Volunteer Defence Corps, ex-  
cepting the Reserves, will be held to-day  
assembling at Headquarters at 4.30 p.m.  
Dress: Drill order, helmets short and  
puttees.



# CABLE AND WIRELESS NEWS.

## UNEMPLOYMENT IN U.K. A LABOUR MEMBER MAKES NEW SUGGESTION.

Reuter, February 5th.  
When the question of unemployment was discussed at last night's debate, the Labour Member, Mr. Johnston, made the suggestion that in case of any problem such as unemployment, confronting the nation permanently, the Common's committee should sit to deal with it.

## BRITAIN AND SWEDEN. NEW AIR SERVICE ACROSS NORTH SEA.

Reuter, February 5th.  
Final details were arranged, yesterday, for a new passenger flying-boat service which, in conjunction with Imperial Airways, is to be operated regularly across the North Sea between Britain and Sweden. Starting on June 1st, the service will accomplish in one day the 700 miles between Gothenburg and Harwich which by steamer occupies on the average about two days. German Air transport interests are co-operating in the scheme and it is proposed that after leaving Gothenburg and flying down the Kattegat, the flying boats should alight at Kiel, afterwards following the course of the Kiel Canal to the North Sea.

## GOOD TELEPHONE SERVICE.

Reuter, February 5th.  
Figures issued by the General Post Office show that the Anglo-Continental telephone traffic increased considerably during 1925; additional lines being brought into use to Amsterdam and Rotterdam. Very little delay now exists on these routes. The service links all British and all Dutch exchanges and there is also a direct service to all towns through Antwerp and Brussels. Nearly half the cross-channel connections passed to Paris, 24 per cent. to Holland, 24 per cent. to Belgium and 5 per cent. to Switzerland.

## THE RIVER SEVERN. TO BE HARNESSSED FOR ELECTRIC POWER.

Reuter, February 4th.  
Colonel Moore Brabazon, the Under-Secretary for Transport, stated in the House of Commons that the Committee of Civil Research had reported to the effect that a *prima facie* case had been established for undertaking further investigations with a view to determining whether the difficulties of constructing a barrage in the river Severn for the purpose of developing electrical power could be surmounted. This recommendation had been accepted by the Government.

## AUSTRALIAN SEAPLANE. LADY COOK TO 'CHRISTEN' VESSEL TO-DAY.

Reuter, February 4th.  
At Southampton on Saturday, Lady Cook, the wife of Sir Joseph Cook, the High Commissioner for Australia, is to christen the first supermarine Napier amphibian flying boat which has been built for the Australian Air Force. She will afterwards make a flight in the machine piloted by Captain Baird, who flew the supermarine S4 seaplane in the Schneider Cup air race.

## IMPERIAL CONFERENCE. STEPS TO ARRANGE DATE TO SUIT ALL.

Reuter, February 4th.  
In the House of Commons at question time, Mr. Stanley Baldwin said that the Government was communicating with the Dominions and India with a view to fixing a most suitable date for the Imperial Conference in regard to which he hoped to make an announcement shortly.

Asked if the Conference would include an economic conference simultaneously, Mr. Baldwin replied, "Obviously."

## AN ANNOUNCEMENT SOON.

Reuter, February 5th.  
Referring to correspondence with the Governments of the Dominions and the Imperial Government on the question of a suitable date for the Imperial Conference, the Prime Minister stated in Parliament last night that he hoped to make an announcement shortly. He recalled that on the occasion of the signing of the Locarno Treaty the Foreign Minister expressed the hope that the conference might not be too long delayed. This was also the view of government. If communications now proceeding resulted in a conference being held, the Imperial Economic Conference would take place at same time.

## THE BRITISH NAVY. FIRST LORD DEFENDS POLICY OF BUILDING.

Reuter, February 4th.  
The first Lord of the Admiralty, the Rt. Hon. Mr. W. C. Bridgeman, in a speech at the Constitutional Club, said that the Navy must not be neglected even in peace time. He pointed out that by the Washington Agreement the size of new cruisers was limited, but nevertheless he did not think that Britain had ever been able to see why she should be regarded in the same position as any other country, and therefore they made a very great fight to have up-to-date cruisers. "I am glad to say we were nobly supported by the Commonwealth of Australia."

## GIFT FROM HONGKONG.

The contribution of a quarter of a million sterling from Hongkong had enabled a start to be made with floating docks in the Straits which at least would provide for the docking of capital ships. He declared that as they proceeded, as he hoped they would with the full programme laid down for the complete base at Singapore, they would then be ensured not only of the capacity of the fleet, to defend trade in those waters but also add to efficiency and economy. He would be glad to get further help from other parts of the Empire and so would the taxpayers of Britain. But in any case he thought they were right and that Australia was right in pushing on the construction of up-to-date cruisers because we were getting very far behind. We were not leading in the race and competition of other naval powers who began long before Britain but, anyhow, it was very satisfactory to know that Britain had got a programme laid down covering a number of years which would eventually produce a fleet of the most up-to-date cruisers possible. He added that in the event of general disarmament it would be a totally different question, but while others kept a modern and efficient navy it was still more essential for Britain to do the same.

## MUST KEEP UP-TO-DATE.

Reuter, February 4th.  
Mr. Bridgeman, who spoke in defence of the Government's naval policy at the Constitutional Club, expressed satisfaction that the Admiralty had been able to secure from the Government a programme of re-construction covering a period of years for the replacement of those ships that had become obsolete or were becoming obsolete. The value of that decision, he said, was very important. The Washington Agreement on the dimensions of the navies of the world had been faithfully observed by this country as by other countries. We were, however, not in exactly the same position as other countries, because we were no longer an island power and because we had an enormous expanse of Empire to be protected, on which this country depended for its very existence. We, more than any other country depended upon cruisers to protect our trade.

The Washington Agreement laid down that the size of new cruisers should not exceed 10,000 tons and that armaments should not exceed eight inch guns. Consequently, it was essential that our cruisers should be up-to-date and that we should in their construction, include those improvements which the lessons of the war had taught us.

## OLD SHIPS NO USE.

It was no use going to sea with obsolete ships against an enemy. It would be a deception against the British public to tell them that we could rely upon the old ships that had been knocked about in the war. Those old ships could no longer hold their own with the vessels laid down by other countries. If we were going to have total disarmament that would be another matter, but so long as other countries kept up an efficient navy so long was it essential for us to do the same.

Mr. Bridgeman added that we had been nobly supported by the Commonwealth of Australia. The contribution of a quarter of a million sterling from Hongkong had enabled the Admiralty to make a start with the floating docks in the Straits Settlements which would at least provide for the docking of our capital ships. As the government proceeded, and as he hoped they would proceed, with the full programme which was laid down for the complete base at Singapore they would be ensuring not only the capacity of the British fleet to defend British trade in those waters, but adding to its efficiency. He would be glad to get further help from other parts of the Empire and so, he thought, would the taxpayers of this country.

## COMMANDER FRANCO. SPANISH AVIATOR WELCOMED BY BRAZILIANS.

Rio de Janeiro, February 4th.  
The Spanish aviator, Commander Franco, has arrived being escorted by a squadron of welcoming Brazilian aeroplanes.

Commander Franco covered the 1,360 miles from Pernambuco in 10½ hours without a stop.

A GREAT RECEPTION.  
Rio de Janeiro, February 5th.  
A wildly enthusiastic reception was given to Commander Franco and his companions on arrival here yesterday. They found two hours of the embraces of their countrymen and of the Brazilians more exhausting than twelve hours' flight. The airmen are the guests of the city and were officially welcomed by the Mayor. The police had difficulty in controlling the crowds.

## SOCIALISM DISCUSSED. LIVELY DEBATE IN HOUSE OF COMMONS.

Reuter, February 4th.  
In the House of Commons the debate on the Labour amendment to the Reply to the Address from the Throne resolved itself into a discussion of Socialism versus non-Socialism.

Mr. Philip Snowden contended that during the Government's year of office unemployment had increased, wages had declined and profits risen.

## WASHINGTON CONFERENCE.

Mr. T. Johnston, Labour Member, referring to the projected Labour Hours Conference, feared that the Washington Convention would itself be destroyed by a Conference which excluded India, China and Japan, and he emphasised the long hours and inferior conditions in Japan.

Sir John Simon, in opposing the amendment, asked how the coal industry was to find the markets under public control which it now lacked under private ownership.

Mr. Steel Maitland, replying to the discussion, denied that the situation had grown worse. There had been an increase in wages, while as regards unemployment the Government would welcome the co-operation of all parties, and would be even willing to discuss the establishment of a Joint Committee of all parties. The debate was adjourned.

## WIRELESS MEN'S STRIKE. STEP TOWARDS SETTLEMENT IS NOW MADE.

Reuter, February 4th.  
In the House of Commons, Labour Members put a number of questions arising from the wireless operators' strike to Sir Cunliffe lister, who, in reply, said that no ships subject to the provisions of the Wireless Telegraphy Act had been reported missing since November 29th. He mentioned that 1,187 ships, of which 85 were passenger ships, had sailed without operators since the beginning of the dispute to January 31st, and added that it was not proposed to alter the present procedure.

## MOVE FOR SETTLEMENT.

A step towards the settlement of the marine wireless operators' strike has been taken as the outcome of a meeting at the House of Commons between representatives of the men's Union and a number of Conservative Labour and Liberal Members of the Commons, at which the Union agreed to submit the whole dispute to arbitration.

## COLOUR BAR IN S.A.

BILL PASSES ASSEMBLY DESPITE  
GENERAL SMUTS.

Cape Town, February 4th.  
The Assembly by 64 votes to 47 has passed the third reading of the Colour Bar Bill, after General Smuts had uttered a final and impressive warning against it. He declared that the Bill would mean the opening of the country which might all bitterly regret in future years.

## PARIS SHOP STRIKE.

Paris, February 4th.  
All shops and business houses in the Rue Saint Honoré were closed for an hour as a protest against the new taxation and fiscal inequality. Notices were posted up outside, quoting figures showing the disproportionate amount paid by business men as compared to the farmers last year. The shopkeepers have expressed their readiness voluntarily to contribute to a National Strike Fund provided all Frenchmen are treated fairly.

## FRANCE IN SYRIA.

JEBEL DRUSES MUST STOP  
HOSTILITIES.

Paris, February 4th.  
A message from Beirut says that in reply to a request for direct peace negotiations, the High Commissioner has told the Jebel Druses that they must first cease hostilities.

## OBITUARY.

M. WILLETTTE.  
Paris, February 4th.  
The death is announced of the famous cartoonist, M. Willette.

## DISARMAMENT. REASON FOR CONFERENCE BEING DELAYED.

Reuter, February 4th.  
In the House of Commons in answer to questions, Mr. G. Locker Lampson believed that the postponement of the preliminary disarmament conference was due to a wish that Germany could participate in the conference as a member of the League of Nations; and the hope that by a short delay the present obstacles to the participation of Russia would be removed.

## BRITAIN CONSENTS.

Reuter, February 4th.  
Questioned in Parliament regarding the reason for the proposed postponement of the preliminary Disarmament Conference at Geneva, Mr. Locker Lampson, Under-Secretary for Foreign Affairs, said definite notice of postponement had not yet been received by the British Government, but it was probably only a matter of days before it would come to hand in view of the request put forward by number of Governments, members of the council of the League. In reply to an enquiry from the Secretary-General of the League, the British Government had indicated that, in view of the general desire for postponement, they did not propose to raise objection. As regards the reason for postponement, he could not speak with authority; but he believed it to be the wish that Germany should take part in the conference as a member of the League and that by a short delay the participation of Russia might be the reward.

## HOUSE OF COMMONS.

TWO BILLS READ FOR FIRST  
TIME.

## MORRIS CASE ECHO.

Reuter, February 4th.  
Amid cheers from the Labour Party a Bill, introduced by Mr. J. Maxton (M.P. for Glasgow), providing for the National Acquisition and Control of the Bank of England, was read the first time in the House of Commons.

Another measure read for the first time was the Criminal Justice (Increase of Penalties) Bill.

## MORRIS CASE ECHO.

It was introduced by the Conservative, Mr. W. Greaves-Lord, K.C., for the purpose of increasing and extending the powers of the Court to inflict punishment in the case of certain crimes. It is understood that the Bill gives effect to the observations of the Lord Chief Justice in the Morris appeal case.

## SOVIET COURIER SLAIN.

IS KILLED IN LATVIAN  
TERRITORY.

Riga, February 5th.  
A Soviet courier, travelling on the Moscow-Riga train, was killed in Latvian territory by two men who gained access to the compartment and attempted to seize his baggage. The alarm was given and the train guards hurried to the compartment and engaged in a fusillade with the assassins, who committed suicide.

## A COTTON MISSION.

TO STUDY CONDITIONS IN  
COLUMBIA AND PERU.

Reuter, February 4th.  
The International Federation of Master Cotton-spinners and Manufacturers' Associations have decided to send a Mission to Columbia and Peru to study the present cotton-growing situation and future possibilities. The Mission, consisting of Mr. Arthur Foster, a prominent manufacturer, and Mr. A. S. Pearce, the Federation's Secretary, sails on Sunday.

## COMMUNIST JAILED.

FIFTEEN MONTHS FOR INCITING  
FRENCH TROOPS.

Paris, February 4th.  
The St. Nazaire Correctional Tribunal has sentenced the Communist leader, M. Cachin, to 15 months' imprisonment and a fine of 2,000 francs. He was charged with inciting the French troops to disobedience.

## GERMANY AND LEAGUE.

APPOINTMENT OF PERMANENT  
OFFICIAL SUGGESTED.

Paris, February 4th.  
It is understood that Germany wants a German appointed as Assistant Secretary-General of the League of Nations, in which regard Count Brockdorff has been mentioned. The principal German delegates to the League will be Herr Stresemann and Count Bernstorff.

## FOOTBALL AT HOME.

MILLWALL ENTER FIFTH  
ROUND OF CUP.

Reuter, February 4th.  
In the English Cup re-play, Millwall defeated Bury by two goals to nil. [Millwall, in the fifth round, are at home to Swansea on February 20th.]

## FAR EASTERN CABLE NEWS.

### FOREIGNERS AT CHENGCHOW. MARSHAL WU PEI FU ORDERS THEIR PROTECTION.

SOME HELD AS HOSTAGES.

Reuter, February 5th.  
Marshal Wu Pei Fu has notified the Consular Body at Hankow that he has telegraphed to Kou Ying Chieh, the Hupeh Commandant of the troops operating under Wu Pei Fu, saying that there are many foreigners in Chengchow and the vicinity, to whom Kuo's men must give ample protection.

Marshal Wu adds that if these foreigners desire to withdraw to Hankow, they must be allowed to board the trains and have facilities en route. Wu Pei Fu informs Foreigners that Chang Tsung Chang and Li Ching Lin are co-operating with him and also asserts that Sun Chuan Fang is now in agreement with Chang Tso Lin and himself.

Another telegram from Hankow states that the Hupehites defeated the Honanites in the vicinity of Hainyang. Thereupon 3,000 Honanites retreated to Hainyang and seized all the foreigners, who are being held as hostages.

Tan Yei Kai of Hankow is negotiating with Wu Pei Fu.

(Continued on next column.)

### THE RUBBER WRANGLE. AMERICAN GOODYEAR COMPANY SHOWS INCREASED PROFIT.

DESPITE 'BRITISH RESTRICTIONS.'

Reuter, February 4th.  
In view of the Rubber Manufacturers' outcry against British rubber restrictions, comment is aroused at the prosperity of the Manufacturers—as revealed in the Report of the Goodyear Company. This shows a net profit of \$31,000,000 gold, compared to \$12,000,000 gold in 1924, while the special raw material Reserve Fund has been increased from \$3,000,000 to \$7,500,000 to protect the Company against possible abrupt shrinkage of rubber values.

### CHEAPER TYRES NOW.

Reuter, February 5th.  
Following the announcement by the United States Rubber Company of a 10 per cent. reduction in the prices of motor car tyres, the Firestone Company has made a similar reduction.

Observers on the rubber market estimate that January's imports of crude rubber are 8,000 tons in excess of requirements.

### U.S. SOUTHERN FARMS. SCHEME TO MAKE THEM MORE SELF-SUPPORTING.

Reuter, February 5th.  
A conference of bankers, planters, and agricultural commissioners at Memphis, Tennessee, have decided to launch a campaign of propaganda for the purpose of spreading the idea of the reduction of cotton-planting "within the legitimate needs of production."

Simultaneously they will encourage the increase of the food crop, with a view to making the Southern farms more self-supporting.

### U.S. MINE DISASTER.

NINETEEN LIVES LOST IN  
EXPLOSION.

Pittsburg, February 4th.  
Three men were killed and 20 entombed in a coal mine explosion which occurred while the miners were dealing with an outbreak of fire.

### HOPE IS ABANDONED.

Reuter, February 4th.  
All hope is abandoned of rescuing any of the remaining entrapped miners, and the mine has accordingly been sealed up to smother the fire. It appears that twenty-one miners were below at the time of the explosion, and only two of the five brought to the surface are alive, thus leaving sixteen men entombed.

### AGAINST PROHIBITION.

MOVE IS INAUGURATED BY  
EPISCOPAL CHURCH.

Reuter, February 4th.  
A movement aiming at the modification of Prohibition and legalising beer and light wines has been inaugurated by the Church Temperance Society which consists of clergy and laymen belonging to the Episcopal Church, including 21 Bishops among whom is Bishop Manning of New York. The Society's report says that prohibition has increased drinking among the young, discouraged the consumption of wine and beer, and increased the demand for distilled liquors which are mostly poisonous.

### BLIZZARD IN AMERICA.

EIGHT PERSONS DROWNED OFF  
JERSEY COAST.

Reuter, February 4th.  
The Capital and eastern section of the country is again experiencing blizzard weather. There was a heavy snowfall last night and more is forecast for to-day. Eight were drowned off the Jersey coast owing to the sinking of two barges.

## CHINA TARIFF CONFERENCE. MR. C. T. WANG IN INTERVIEW WITH JOURNALISTS.

HOLDS OPTIMISTIC VIEW.

PEKING, February 5th.

An optimistic view of the China Tariff Conference prospects was expressed by Mr. C. T. Wang, in an interview with Foreign journalists at the Waichiao this morning. He pointed out that China originally urged the necessity of securing \$100,000,000 through surtaxes. All the delegations had now practically agreed on a sum of approximately \$80,000,000 except the Japanese who, however, had steadily advanced from \$34,000,000 (the amount raisable by the Washington surtaxes) to the vicinity of \$70,000,000.

Mr. Wang declared that at present there were encouraging indications that the Japanese Government would accede to the Chinese Government's wishes. If so, this would be a great step forward; and the successful termination of the Conference was in sight—as once the total amount raisable through surtaxes was settled the question of specific rates, etc., was easily solvable.

Referring to the proposed reciprocal treaty with Japan, Mr. Wang stated that discussions had not yet begun. China was prepared to discuss with any country, the question of rates, which, for economic reasons, would require reciprocal treatment.

## UNSECURED DEBTS.

With regard to the question of unsecured debts, Mr. Wang emphatically declared that any consolidation plan must preclude the possibility of a further deficit occurring. He believed this consideration had won over the delegations to the idea that raising a larger sum was essential. He did not think the Conference would go into the debt question, which would be handled by Dr. W. W. Yen, as Head of the Financial Readjustment Commission, and by the creditors. However, the conference would earmark a certain proportion of the amount, raised by surtaxes, for the consolidation of unsecured debts.

## POLITICS IN JAPAN.

FRESH PARTY ALIGNMENT IS  
THOUGHT PROBABLE.

Tokyo, February 5th.  
Though not entirely unanimous, the general consensus of opinion considers that the dissolution of the Diet is probable before long.

The result will be that the Kenseikai and Seiyuhonke will combine against the Seiyukai and Dokokai.

## SOUTH CHINA SITUATION.

BRITAIN MAY SEND SPECIAL  
COMMISSION TO REPORT.

Reuter, February 5th.  
As an outcome of discussions between the Foreign Office and the China Committee, on January 30th, it is probable, according to the *Morning Post*, that Sir Austen Chamberlain will send a special commissioner to South China to make a full report on the situation and attempt a settlement of the trade crisis.

The newspaper says that the suggestion to send gunboats to Canton has been rejected, on the ground that North China is now quiet, and such procedure might complicate the situation there and renew hostilities.

## SOVIET AND CHINA.

SOME SEARCHING QUESTIONS IN  
HOUSE OF COMMONS.

Reuter, February 4th.  
In the House of Commons, replying to Sir Frederick Hall, Mr. G. Locker-Lampson said that evidence had been received that the Soviet Government in China and elsewhere was not observing the terms of the Russo-British Trading Agreement, whereby it undertakes not to carry on or support anti-British propaganda, but he did not think that the abrogation of the agreement would serve any purpose.

## TARIFF CONFERENCE.

Reuter, February 4th.  
Replying to Mr. A. A. Ponsonby, (Labour), Mr. Locker-Lampson explained the position as regards the Tariff Conference in China and stated that informal discussions were being held among the foreign delegation and Chinese experts, notably concerning the Customs rates to be levied before the operation of the Chinese tariff laws, but that no definite conclusions had yet been reached.

## ECHO OF OUR TYPHOON.

DECORATIONS FOR CREW OF  
"EGREMONT CASTLE."

Reuter, February 4th.  
At an investiture at Buckingham Palace, His Majesty bestowed the Board of Trade silver medal for rescue work during the big 1923 typhoon in Kowloon Harbour, on George Parker, John Smith and Harold Wainwright, who were at the time apprentices on the s.s. *EGREMONT CASTLE*.

## BREMEN BANKERS.

TEN MILLION DOLLARS LOAN  
ARRANGED IN U.S.A.

Reuter, February 4th.  
Negotiations have been practically concluded by a group of bankers, headed by Brown Brothers, for a gold loan of \$10,000,000. The money is to be lent to the Associated Bremen Mortgage Banks.





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### REIGN OF TERROR. LOOTING, INCENDIARISM AND SHOOTING IN CHIHILI. VILLAGERS' EPIC BATTLES: A TRIAL OF HORROR.

A correspondent in the interior writing to the *Peking & Tientsin Times* says:—

On December 24th Li Ching Lin's army was driven from his strongly prepared defences north of Tientsin by General Chang Chih Chiang's forces. With the exception of Hopei, the native city mercifully escaped the feared orgy of looting by the late Tuppen's routed soldiery, who made off in considerable haste in a southerly direction towards the Shantung border. Yenhsan Hsien, with its nine hundred odd villages, lay in the track of the beaten army and those who had some firsthand experience of the behaviour of Chinese troops in similar circumstances, trembled for the fate of that rural population. Baulked of their prey in the wealthy Tientsin shops by the necessity for speedy flight, the Fengtien braves wreaked their vengeful spite upon the innocent farmers of the country, which lies roughly between the Gulf of Pechili and the Tientsin-Pukow Railway.

The soil in Yenhsan Hsien is poor, and there are large stretches of land so impregnated with alkali that it is impossible to produce any crops. The famine of 1920-21 was for these people a knockout blow, following upon three successive years of miserable harvests. Grain was distributed in the region for seven months to over six hundred villages by representatives of the North China International Relief Committee and thousands of lives were saved. Last autumn, happily, brought them an extraordinarily successful yield of Indian corn and kaoliang, with large stocks of fuel against the winter months' bitter cold.

All unsuspectingly the storm broke upon these scattered villages of the plain, and left a trail of disaster, horror and misery in countless homes. The writer has been travelling in the district for the past ten days and has come back to headquarters sick and depressed at the heartless, monstrous barbarity of these fiends in grey uniforms, who, by their disgraceful conduct, have forfeited any respect and reputation they had earned by their spirited defence of Tientsin against heavy odds. It would perhaps be inadvisable to tell all of what one has seen or to mention names of places, where atrocious crimes have been committed, which might, in this land where powerful militarists continue to defy all law and justice, bring further suffering upon folk, whose cup of bitterness is already overflowing. I have visited a score or more of villages, where, during three days and nights of terror, successive bands of Li Ching Lin's soldiers broke into every house, prised open with their bayonets every box, removing all valuables, and carrying off quilts, clothes, shoes and indeed anything that took their fancy. If money was not immediately forthcoming, or any protestations were made, in many cases the owner was shot down before the eyes of his panic-stricken family, and the house completely ransacked in their insatiable thirst for dollars, generally hidden away in odd corners.

SKIMMING THE CREAM.

The earlier fugitives, of course, skimmed the cream and carried away their booty in any cart they could lay their hands on. There was no pity and no escape for the helpless victims, and when the last batch of soldiers had passed, hundreds of villages had been deprived of every draught animal except the old and decrepit. In some cases even these were taken, to be replaced at the first opportunity by sturdier cattle.

In their search for loot, the ruffians ruthlessly set fire to stacks of fuel, universally plentiful this winter, and gloated over the misery of the people, whose homes had been devastated, and who now saw their cherished stores of kaoliang stalks go up in flames. At the approach of the tide of ravaging wolves, many women, girls and small children fled out to the open plain and spent nights huddled together in dry ditches, exposed to severe frost and biting N.E. winds. Those who remained at home became a helpless prey to the passions of their unwelcome guests when night fell. Homes, which less than a month ago were, for Chihli farmers, tolerably prosperous and contented, stand today stripped and forlorn as if a tornado had visited them. The plain resounds with execrations from the lips of thousands, whose goods have been stolen and whose lives and future prospects have been blasted by these cowardly brutes.

The Hsien city of Yenhsan had its full share of the calamity. On December 26th, the vanguard of the retreating host arrived, mostly artillery. The discipline was good, as a great many officers were with the guns, and horsemen rode through the streets shouting to the people not to be alarmed as no harm would be done and full payment given for all requisitions. The gunners behaved reasonably. But next day during the two subsequent days, a constant stream of undisciplined and rapacious soldiers descended upon the unhappy citizens and gave themselves up to indiscriminate looting.

The Mission School under the charge of a Chinese headmaster was invaded by a posse of soldiers, who relieved him and the staff of 150 dollars under threat of death, if their demands were refused. They fired their rifles past the heads of the terrified teachers, who, fortunately for themselves, were able to raise this sum from the school treasury, supplemented by a collection made from a crowd of refugees, who had flocked into the premises from the neighbouring houses.

The R.C. Mission premises were also forcibly entered and clothing taken from the resident priest and those who had sought refuge under his care, including the city magistrate. Not only were the shops of the city cleaned up, but in numerous instances wanton destruction was inflicted on what could not be carted away. For example, in one provision shop opposite the School mentioned above, flour bags were ripped open and the contents scattered all over the floor. Full wine jars, which were suspected as hiding-places for dollars, were dredged, and when search was unavailing, handfuls of lucifer matches were thrown in, thus contaminating the whole stock. A local barber was cruelly relieved of all his paraphernalia and his shop wrecked. These incidents, which came under my personal notice, are typical of the ruthlessness of the whole army in retreat.

A report, which may have already appeared in the Press, regarding the treatment of Chang Chih Chiang's relatives in his home at Lin Lao Jen Chuang in the N.E. corner of Yenhsan Hsien, can be confirmed by the testimony of one member of the family, who lies wounded in the Tsingchow Mission Hospital. One man was killed and two wounded, while in a neighbouring village a married sister of the General was sought out and shot in cold blood by the soldiers.

In the small branch Hospital at Yenhsan, seventy men and women from the surrounding villages are lying with more or less serious wounds inflicted by the troops. Chinese estimates, of course, tend to exaggeration but I am convinced that at least two hundred of the population in Yenhsan Hsien along the route followed by Li Ching Lin's army, have been murdered and close upon a thousand wounded. It is not surprising to learn in view of this tale of suffering, that, at the close of this ordeal, little groups of straggling soldiers were set upon by infuriated villagers, who had lost relatives, and beaten to death.

PLUCKY VILLAGERS.

Most of the villages in this region have as a defence against bandits walled themselves in with stout earthworks on the model of a hsien city and in times of unrest the ramparts are manned, day and night, against a likely attack. Generally speaking in the face of overwhelming forces of well-armed, hungry soldiers, the village leaders showed a hospitable spirit and, to avert the inevitable consequences of a siege, opened the gate and invited the troops to a hearty meal, supplemented by a liberal contribution for "travelling expenses." But once inside the defences, no one could guarantee the safety of lives and property. Were the collection not considered sufficient, the soldiers just helped themselves, until the exasperated village-folk determined to put up a fight against subsequent intruders.

One heard several stories of stirring battles, in which the defenders were successful in beating off persistent attacks and inflicting considerable loss on their persecutors, who dispersed in search of easier prey. It is amazing what was done with prehistoric weapons, locally made cannon and an extraordinary collection of firearms, by a few desperate men in defence of their hearths and homes. These isolated and epic struggles probably account for the highly coloured versions of their "harsh treatment" in Yenhsan, circulated by Li Ching Lin's soldiers on their arrival in Shantung, where their vast stores of plunder and diabolical deeds were conveniently ignored.

The ex-Tuppen from his camp in Tienchow has had the effrontery to address a request to the Yenhsan magistrate to repay without delay to his august presence to be interrogated on recent events in his jurisdiction. "It," says the brazen militarist, "my soldiers have been guilty of oppressing the people, they shall be severely punished, but, on the contrary, if the charges against the village-folk, made by my sorely-tried troops regarding their flight from Tientsin, to Shantung, are substantiated, they cannot be lightly passed over, for such evildoers deserve condign punishment!"

This pronouncement from the Commander-in-Chief of the Chihli and Shantung army, as he contemplates a campaign to regain his lost territory, has filled the people of Yenhsan with undisguised alarm. In the event of a "successful" push by Fengtien troops from Laoling across the Shantung border into Yenhsan and up towards Tientsin, the plight of the unhappy farmers at the hands of hordes of vengeful soldiers' beggars the imagination.

### HOW TO PRESERVE THE TEETH. DENTAL BOARD ISSUES A LIST OF HINTS.

The following are some hints on how to clean and preserve teeth, issued by the Dental Board of the United Kingdom as part of an educational campaign, which will include lectures illustrated by lantern slides:—

Take care of the child's baby teeth; if these are diseased, the permanent teeth will almost certainly become diseased also.

An eighteen-months' old baby should have hard crusts to gnaw. This will clean the teeth and help the growth of the jaws.

Starchy food, such as bread or potatoes, lodged in the crevices between the teeth, decomposes and forms acids. There are the cause of the first stage of the decay of the teeth.

Clean the teeth regularly, and especially at night. The remains of food should be removed from between the teeth by moving the brush upwards and downwards.

The teeth should be inspected by a dentist at least every six months.



**What is a mother to do?**

What is a mother to do when she is worried out of her life because her baby will not get on? Best to do what this doctor did—give him Glaxo.

"My boy aged twelve months is in every way up to the standard of an entirely breast-fed baby: is full of vitality and good temper; and has firm flesh and a well-knit figure. I cannot speak too highly of your food from personal experience."

—(Signed) M.D. Lond., M.B., B.S., M.R.C.S., L.R.C.P. (Ed.)

Give your baby Glaxo—the food doctors give to their own babies, the food that builds firm flesh, plenty of bone and real good health.

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"Builds Bonnie Babies"

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It is the wonder cure for all the blood and skin diseases. No. 1 for Chronic Warts, No. 2 for all skin diseases, No. 3 for all skin diseases. It is the only medicine which cures all the skin diseases. It is the only medicine which cures all the skin diseases. It is the only medicine which cures all the skin diseases.

**CHURCH SERVICES.**

UNION CHURCH—Kennedy Road.  
Sunday Services, February 7th.—  
Sunday School at 10 a.m.  
Morning Service at 11 a.m.  
Hymns: 18, 255, 783, 582 and 587.  
P.S.A. Meeting in Lecture Hall at 4 p.m.  
Evening Service at 8 p.m.  
Hymns: 162, 508, 204, 395 and 579.  
Preacher: Morning and Evening.  
Rev. J. K. Maonachie.

Friday, Feb. 12th, at 8.30 p.m.—Christian Endeavour Society: Open Meeting. [86]

First Church of Christ, Scientist—  
Macdonnell Road, below Bowen Road.  
Trinity Station.  
Sunday Service at 11.15 a.m.  
Wednesday Evening Meeting at 8.30 p.m.  
Reading Room: at above address, open Tuesday and Friday, 10 a.m. to 12 noon; Monday and Thursday, 5 to 7 p.m. [87]

### IN COURSE OF COMPILATION

### THE DIRECTORY AND CHRONICLE 1926.

FOR CHINA, JAPAN, KOREA, INDIA,  
CHINA, SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHERLANDS INDIA,  
PHILIPPINES, BORNEO, Etc.

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PRICE ... .. 812

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THE DIRECTORY covers the notable events, ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

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It is published at the Office of the "HONGKONG DAILY PRESS."

The Directories and Descriptions are of:—

| CHINA       | CHINA     | Canton    |
|-------------|-----------|-----------|
| Peking      | Soochow   | Kowloon   |
| Tientsin    | Chinkiang | Lappa     |
| Peitah      | Nanking   | Shanghai  |
| Chinwangtao | Wuhu      | Kangmoon  |
| Taku        | Kinkiang  | Nanning   |
| Antung      | Hankow    | Wuchow    |
| Manchurian  | Yochow    | K'Chauwai |
| Trade C'ros | Shanghai  | Fakhoi    |
| Neuchwang   | Chungking | Hankow    |
| Dairen      | Hangchow  | Lungchow  |
| Port Arthur | Ningpo    | Mengtze   |
| Chiao       | Wuchow    | Shanghai  |
| Wuchow      | Santiao   | Shanghai  |
| Tientsin    | Shanghai  | Shanghai  |
| Shanghai    | Shanghai  | Shanghai  |
| Harbin      | Shanghai  | Shanghai  |
| Swatow      | Shanghai  | Shanghai  |
| Lungchow    | Shanghai  | Shanghai  |

| JAPAN & FORMOSA | Korea    | Formosa |
|-----------------|----------|---------|
| Tokyo           | Manila   | Formosa |
| Yokohama        | Nagasaki | Formosa |
| Kobe            | Hakodate | Formosa |
| Shimonoseki     | Kyoto    | Formosa |
| Osaka           | Tamori   | Formosa |

| ESTABLISHED | Nicolajewsk |
|-------------|-------------|
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| CHINA (Korea) | Mokpo     |
|---------------|-----------|
| Seoul         | Chinnampo |
| Chinnampo     | Pingyang  |
| Kumgang       | Pingyang  |

### HONGKONG AND ITS DEPENDENCIES, MALACCA, FORMOSA, INDIA-CHINA.

|          |         |           |
|----------|---------|-----------|
| Hanoi    | Quinhon | Saigon    |
| Haiphong | Annam   | Cambridge |
| Tonkin   | Hue     | Cholon    |

| PHILIPPINES | Cebu      |
|-------------|-----------|
| Manila      | Baguio    |
| Baguio      | Zamboanga |

| BORNEO               | Labuan   |
|----------------------|----------|
| Sarawak              | Brunei   |
| British North Borneo | Sandakan |

| SINGAPORE       | Penang   |
|-----------------|----------|
| Perak           | Malacca  |
| Negeri Sembilan | Malacca  |
| Kelantan        | Tringgan |

| SELANGOR | Malacca |
|----------|---------|
| Selangor | Malacca |
| Malacca  | Malacca |

| SELANGOR | Malacca |
|----------|---------|
| Selangor | Malacca |
| Malacca  | Malacca |

| SELANGOR | Malacca |
|----------|---------|
| Selangor | Malacca |
| Malacca  | Malacca |

| SELANGOR | Malacca |
|----------|---------|
| Selangor | Malacca |
| Malacca  | Malacca |







## SHIPPING NEWS

## ARRIVALS.

February 4th.

*Island*, British str., 2,070 tons, Capt. G. H. Pennefather, from Singapore and Amoy, with general cargo and firewood, lying at buoy No. B.1.—B. & S.

*Tyndareus*, British str., 7,172 tons, Capt. J. R. Scott, from Seattle and Kobe, with a general cargo, lying at buoy No. A3.—B. & S.

February 5th.

*Ona*, Norwegian str., from Canton, lying at Stanceuters.

*Emil Kirdorf*, German str., from Whampoa, lying at buoy No. A2.

*Haining*, British str., 832 tons, Capt. W. O. Passmore, from Foochow, Amoy and Swatow, with a general cargo, lying at Douglas Wharf.—Douglas S.S. Co.

*Haldia*, British str., 1,141 tons, Capt. S. J. Lynch, from Saigon, with general cargo and rice, lying at buoy No. C4.—W. Fat Shing.

*Hop Sang*, British str., 1,358 tons, Capt. F. Jowitt, from Keelung, lying at buoy No. C39.—Jardine, Matheson & Co.

*Huichow*, British str., 1,223 tons, Capt. J. S. de Wolf, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C34.—B. & S.

*Kuio Maru*, Japanese str., 1,120 tons, Capt. Y. Okura, from Swatow, Amoy and Keelung, with 692 tons of general cargo, lying at O.S.K. Wharf.—O.S.K.

*Makau*, British str., 5,925 tons, Capt. K. Jenkins, from Shanghai, which port she left on February 2nd, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

*Mantua*, British str., 10,901 tons, Capt. G. E. Butler, from London, which port she left on January 1st, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

*Sumatra Maru*, Japanese str., 4,273 tons, Capt. J. Kawasaki, from Yokohama and Keelung, with a general cargo, lying at Kowloon Wharf.—O.S.K.

*Tanda*, British str., 4,936 tons, Capt. E. T. Pilcher, from Melbourne, which port she left on January 9th, with 2,000 tons of general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

*Vulcanus*, Dutch str., 707 tons, Capt. H. J. Coerssen, from Foochow, lying at A.P.C. Wharf.—Asiatic Petroleum Co.

## CLEARANCES.

February 5th.

*Cherimon Maru*, for Moji.

*Emil Kirdorf*, for Manila.

*Thonasan Maru*, for Takao.

*Kalgan*, for Amoy.

*Sumatran*, for Singapore.

*Makau*, for Singapore.

*Mantua*, for Shanghai.

*Sumatra Maru*, for Singapore.

*Gumi*, for Kwang Chow Wan.

*Tungking*, for Shanghai.

*Feitoku Maru*, for Dairen.

*Huan Sang*, for Moji.

## SHIPPING MOVEMENTS.

The B.I. and A.P.C. Line's *Santhia* left Kobe for this port yesterday morning, and is due here on the afternoon of the 10th inst.

## SHIPPING NOTES.

The Master of the *Laomedon* (British) from Yokohama and Shanghai, reported to the Harbour Office yesterday that on February 2nd four Chinese fishermen were picked up from a fishing boat. The boat was then set on fire and abandoned.

The Master of the *Huichow* (China Navigation Company), which has arrived from Tientsin and Weihaiwei, reported to the Harbour Office that Mr. Ting Shi Kong, No. 3 Comptroller, died of consumption on January 18th and that his body was landed at Weihaiwei on January 21st.

Deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday, totalled 243, of which number the *s.s. Tanda* brought 104 from Melbourne and Manila.

## CHINA COAST CHANGES.

The following are the latest China Coast changes:—

Mr. J. McN. Munson, has signed off the *Phoenician* as 2nd mate.

Mr. William Bell, has signed off the *Kalgan* as 1st engineer.

Mr. C. C. Warren, has signed off the *Yuen Sang* as 1st mate and has gone 1st mate of the *Yat Shing*.

Mr. L. H. Hutching, has signed off the *Yuen Sang* as 1st mate and has gone 1st mate of the *Yat Shing*.

Mr. C. Nock, *Lee Sang*, has gone 3rd mate of the *Yat Shing*.

Mr. R. B. Rule, has signed off the *Coorgelan* as 1st mate.

Mr. J. Stalky, *Chip Shing*, has gone supernumerary 1st engineer of the *Yat Shing*.

Mr. William Anderson and Mr. Roberts Middlemas, have signed off the *Pang Tong* as 1st and 2nd engineer respectively.

Mr. A. Pittendrigh, has signed off the *Chak Sang* as 3rd mate.

Mr. A. Bolton, has signed off the *Yuen Sang* as 4th engineer.

Mr. A. Formby, *Philoctetes*, has gone supernumerary 6th engineer of the *Laomedon*.

Mr. D. D. McNeill, *Philoctetes*, has gone 1st engineer of the *Kalgan*.

Mr. A. McDonald and Mr. D. D. Richards, have signed off the *Kwangchow* as 1st engineer and 1st mate respectively.

Mr. R. C. G. Ashby, has signed off the *Chenai* as master and has gone master of the *Taikoo Wany*.

## HONGKONG SHIPPING.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 84, of which 44 were British.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered 19, an increase on the usual number entering daily for some time past. Their nationalities were:—ten British, one German, one French, two American, one Norwegian and three Japanese. Four vessels were from coast ports, and one from Whampoa and one from Canton arrived with a nil entry of cargo. Departures over the same period came to 14, these including two vessels for Amoy, one for Kwang Chow Wan and one for Haiphong, with clearances three.

## CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday).

For Hongkong ..... 13,928 tons.  
For ports beyond ..... 23,323 ..  
Total ..... 37,254 ..

(During previous 24 hours ended at 9 a.m. on Thursday):

For Hongkong ..... 13,971 tons.  
For ports beyond ..... 27,661 ..  
Total ..... 41,632 ..

A feature of the reports as regarded the cargo entered, was that while there were four more vessels arriving up to 9 a.m. yesterday than there were for the previous twenty-four hours, there were in fact 42 tons less cargo entered for Hongkong than during the preceding period; while for ports beyond there were 4,335 tons less. Of the cargo entered for Hongkong yesterday, 8,841 tons were carried by British vessels. The heaviest entry of 4,350 tons was made by a Japanese vessel, the next being by a Japanese with 2,010 tons; while there were entries of over 1,000 tons by a British and an American vessel. The remainder of the entries were all below a thousand tons.

The arrivals for the period under review were as under:—The *s.s. Laomedon* (British) from Yokohama and Shanghai with 192 tons of general cargo and 1,500 tons for ports beyond; the *s.s. Anhui* (British) from Singapore and Amoy with 701 tons of firewood and one ton of general cargo and mail; the *s.s. Kashmir* (British) from Bombay and Calcutta with 722 tons of general cargo, mail and 0.910 tons for ports beyond; the *s.s. Yung King* (British) from Foochow and Swatow with 650 tons of general cargo and mail; the *s.s. Hop Sang* (British) from Keelung with a nil entry; the *s.s. Tanda* (British) from Melbourne and Manila with 1,618 tons of general cargo, mail and 345 tons for ports beyond; the *s.s. Malva* (British) from Yokohama and Shanghai with 5 tons of general cargo, mail and 2,110 tons for ports beyond; the *s.s. Mantua* (British) from London and Singapore with 205 tons of tea and general cargo, the home mail and 1,500 tons for ports beyond; the *s.s. Huichow* (British) from Tientsin and Weihaiwei with 600 tons of general cargo, 4,000 tons of oil and mail; the *s.s. Tyndareus* (British) from Seattle and Kobe with 4,350 tons of flour, lumber and fish and mail; the *s.s. Emil Kirdorf* (German) from Yokohama and Whampoa with a nil entry for Hongkong, but a cargo for ports beyond; the *s.s. Hanai* (French) from Haiphong and Fort Bayard with 100 tons of general cargo and mail; the *s.s. West Jester* (American) from Los Angeles and Foochow with kerosene and general cargo and mail from Foochow; the *s.s. Japan Arrow* (American) from Calcutta in water ballast; the *s.s. Dux* (Norwegian) from Canton with a nil entry; the *s.s. Nishin Maru* (Japanese) from Bangkok and Keelung with 2,010 tons of rice and 828 tons for ports beyond; the *s.s. Sumatra Maru* (Japanese) from Yokohama and Keelung with 602 tons of general cargo and mail and 6,159 tons for ports beyond and the *s.s. Kaijo Maru* (Japanese) from Keelung and Swatow with 530 tons of coal and general cargo and mail.

Later arrivals, too late for entry in the above returns, included the *s.s. Vulcanus* (Dutch) from Foochow; the *s.s. Stechu* (British) from Shanghai and the *s.s. Haldia* (British) from Saigon with 1,200 tons of general cargo.

## WITHIN CALL.

The following vessels are expected to be in wireless communication with Hongkong to-day:—*Fushimi Maru*, *Ho San*, *President Pierce*, *Tuen Sang*, *Cherimon Maru*, *Kalgan*, *Mantua*, *Nector*, *Emil Kirdorf*, *Laomedon*, *West Carmona*, *Tonkin*, *Empress of Russia*, *Seagull*, *Della*, *Tjilbeet*, *Tjilwong*, *Anakusa Maru*, *Taikwa Maru*, *Nam Sang*, *Empress of Scotland*, *Kaga Maru*, *Tyndareus*, U.S.S. *Ford*.

## VESSELS IN DOCK.

The following vessels are in Dock:—Kowloon Dock.—*Ming Sang*, *Paspet*, *Seistan*, *Tangistan*, *Chip Shing*.  
Taikoo Dock.—*Empress of Australia*, *Kwang Lee*, *Kiangsu*, *Chenan*, *Kueichow*, *Fatehan*.  
Colonial Dock.—*Ling Nam*.  
Ar. Kowloon Bay.—*Haifong*, *L. Onawa*, *Sun On*.

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.  
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KAGA MARU ..... Saturday, 20th Feb. at 11 a.m.  
IYO MARU ..... Wednesday, 17th Mar.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.  
KASHIMA MARU ..... Saturday, 13th Feb. at 11 a.m.  
HAKONE MARU ..... Saturday, 27th Feb.  
SUWA MARU ..... Saturday, 13th Mar.

HAMBURG via LONDON & ROTTERDAM.  
LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Ports.  
MISHIMA MARU ..... Wednesday, 24th Feb. at 11 a.m.  
TANGO MARU ..... Wednesday, 24th Mar.

NEW YORK and/or BOSTON via PANAMA.  
TAKETOYO MARU ..... Saturday, 20th Feb.  
HAKODATE MARU ..... Friday, 5th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.  
KAMAKURA MARU ..... Sunday, 28th Feb.

BOMBAY via Singapore, Penang & Colombo.  
WAKASA MARU ..... Wednesday, 10th Feb.  
TOKUSHIMA MARU ..... Monday, 16th Feb.

BANGKOK via Singapore & Penang.  
SHINSEI MARU ..... Thursday, 18th Feb.

NAGASAKI, KOBE & YOKOHAMA.  
TANGO MARU ..... Wednesday, 17th Feb.

SHANGHAI, KOBE & YOKOHAMA.  
TOBA MARU ..... Tuesday, 9th Feb.  
BENGAL MARU ..... Tuesday, 9th Feb.  
FUSHIMI MARU ..... Wednesday, 10th Feb.  
TOYOKU MARU ..... Wednesday, 17th Feb.  
HAKOZAKI MARU ..... Monday, 22nd Feb.

For further information, apply to: NIPPON YUSEN KAISHA.  
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and  
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SAILINGS FOR EUROPE:  
"GEMMA" ..... 20th Feb. 1926  
"ZOGMA" ..... 20th Mar.  
"OOSTERK" ..... 17th Apr.  
"OUDERKERK" ..... 15th May.

ARRIVALS FROM EUROPE:  
"ZOGMA" ..... 9th Feb. 1  
"OOSTERK" ..... 9th Mar.  
"OUDERKERK" ..... 6th Apr.

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## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

## SAILINGS SUBJECT TO ALTERATIONS

TEINTSIN via CHEFOO, SHANGHAI  
& TSINGTAU ..... "CHEONGSHING" Saturday, 6th Feb. at Noon.  
BANGKOK ..... "CHAKSANG" Tuesday, 9th Feb. at Noon.  
KOBE via SHANGHAI ..... "HOSANG" Wednesday, 10th Feb. at 4 p.m.  
TSINGTAU via SHANGHAI ..... "TINGSANG" Thursday, 11th Feb. at 7 a.m.  
HAIPHONG via HOIHOW ..... "LEESANG" Thursday, 11th Feb. at Noon.  
KOBE via MOJI ..... "LAISANG" Tuesday, 16th Feb. at 7 a.m.  
SANDAKAN ..... "HINSANG" Wednesday, 17th Feb. at 3 p.m.  
STRAITS & CALCUTTA ..... "KUISANG" Wednesday, 17th Feb. at 3 p.m.  
KOBE via MOJI ..... "SUISANG" Friday, 19th Feb. at 7 a.m.  
STRAITS & CALCUTTA ..... "YUENSANG" Wednesday, 24th Feb. at 3 p.m.

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| Vessel           | Due Hongkong | Homewards                            |
|------------------|--------------|--------------------------------------|
| "GLENOGLE"       | 18th Feb.    | 18th Feb.                            |
| "GLENAMOI"       | 23rd         | London, Rotterdam & Hamburg via Oran |
| "GLENARBY"       | 4th Mar.     | "GLENLIFEH" 9th Mar.                 |
| "GLENSHANE"      | 23rd         | London, Rotterdam & Hamburg via Oran |
| "GLENAPP"        | 1st Apr.     | "GLENAMOI" 6th Apr.                  |
| "GARMARTHENSIRE" | 15th         | London, Rotterdam & Hamburg via Oran |

Movements are subject to change without notice.

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"PRESIDENT McKINLEY" ..... Feb. 2nd.  
"PRESIDENT JEFFERSON" ..... Mar. 5th.

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## FOR MANILA

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For Shanghai Japan Ports ..... 2nd Feb.  
M.S. "AGRA" ..... 4th January.

Subject to change without Notice.  
For further particulars, please apply to—  
GILMAN & CO., LTD.  
Agents.

HONGKONG TIDE TABLE.  
From Feb. 6th to 12th, 1926.

| Day of Week | Day of Month | HIGH WATER             |         | LOW WATER              |         |
|-------------|--------------|------------------------|---------|------------------------|---------|
|             |              | H'long. Standard Time. | Height. | H'long. Standard Time. | Height. |
| Satur.      | 6            | h. m.                  | ft. in. | h. m.                  | ft. in. |
| Sun.        | 7            | 3 41                   | 6 4     | 10 51                  | 3 0     |
| Mon.        | 8            | 4 27                   | 5 9     | 9 40                   | 3 1     |
| Tue.        | 9            | 5 32                   | 4 0     | 8 56                   | 3 2     |
| Wed.        | 10           | 6 24                   | 3 0     | 8 18                   | 3 3     |
| Thur.       | 11           | 7 15                   | 2 0     | 7 34                   | 3 4     |
| Fri.        | 12           | 8 10                   | 1 0     | 6 51                   | 3 5     |
|             |              | 8 56                   | 0 1     | 6 27                   | 4 0     |

| HONGKONG METEOROLOGICAL REGISTER.   |                        |                   |                  |
|-------------------------------------|------------------------|-------------------|------------------|
| Hongkong Observatory, February 5th. |                        |                   |                  |
|                                     | Previous Day at 2 p.m. | On Date at 6 a.m. | On Day at 2 p.m. |
| Barometer                           | 30.10                  | 30.18             | 30.15            |
| Temperature                         | 65                     | 59                | 59               |
| Humidity                            | 63                     | 88                | 78               |
| Wind Direction                      | E                      | E                 | East             |
| Force                               | 3                      | 0                 | 0                |
| Weather                             | B                      | O                 | O                |
| Rain                                | 0.00                   | 0.00              | 0.00             |
| Highest open-air Temperature on 4th | 70                     |                   |                  |
| Lowest open-air Temperature on 5th  | 58                     |                   |                  |



**THE BANK LINE, LTD.**

AGENTS FOR THE FOLLOWING SERVICES:  
**NEW YORK, BOSTON & BALTIMORE**  
**AMERICAN & MANCHURIAN LINE**  
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

s.s. "CITY OF SINGAPORE" ... via Suez Canal ... From Hongkong 28th March.

**BOSTON & NEW YORK**  
**AMERICAN & ORIENTAL LINE**  
 (Andrew White & Co., London.)

Sailings from Hongkong  
 s.s. "COMERIO" ... via Suez Canal ... 27th February

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 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

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 For Marseilles, Havre, London, Rotterdam & Hamburg.

FARES TO LONDON "A" 1st Class £58. 2nd Class £50.  
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**ORIENTAL-AFRICAN LINE**

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 Through Bills of Lading issued to Baira, Quilimane, Ibo, Port Amelia, Mozambique, Inhambane, Zambor, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

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Sailings from Hongkong.

s.s. "OANFA" ... via Suez Canal ... 7th Feb. 1926.  
 s.s. "KNIGHT COMPANION" ... via Suez Canal ... 7th Mar. "  
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Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
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Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and  
 NEW YORK

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 Telegrams: Furnprince.

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**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.**  
**VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad leg, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea or "Derbyshire Neck", etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

**VETARZO BRAIN AND NERVE FOOD.**  
 For Nervous Breakdown and Chronic Weakness.

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**MAIL AND PASSENGER STEAMERS**  
**TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,  
 CONSTANTINOPLE, GREECE, LEVANTINE PORTS,  
 EUROPE, ETC.

**PENINSULAR AND ORIENTAL FORTNIGHTLY**  
**DIRECT ROYAL MAIL STEAMERS.**  
 (Under Contract with H.M. Government.)

| Steamship.  | Tons.  | From Hongkong (about) | Destination.                         |
|-------------|--------|-----------------------|--------------------------------------|
| "MALWA"     | 10,941 | 6th Feb.              | Marseilles and London.               |
| "MIRZAPORE" | 6,715  | 16th Feb.             | Singapore, Penang, Colombo & Bombay. |
| "KARNATAKA" | 5,283  | 20th Feb.             | Marseilles, London, Antwerp & Hull.  |
| "NAGPORE"   | 5,283  | 2nd Mar.              | Singapore, Penang, Colombo & Bombay. |
| "MANTUA"    | 10,903 | 6th Mar.              | Marseilles and London.               |
| "KASHMIR"   | 8,985  | 13th Mar.             | Mars., L'don., A'werp., and Hamburg. |
| "KHIVA"     | 9,135  | 20th Mar.             | Marseilles, London, and Antwerp.     |
| "MOREA"     | 10,918 | 3rd Apr.              | Marseilles and London.               |
| "DELTA"     | 8,097  | 15th Apr.             | Singapore, Penang, Colombo & Bombay. |
| "DEVANHA"   | 8,155  | 17th Apr.             | Marseilles, London and Antwerp.      |
| "KALYAN"    | 9,144  | 21st Apr.             | do.                                  |
| "MACEDONIA" | 11,089 | 1st May               | Marseilles and London.               |
| "KASHGAR"   | 9,005  | 15th May              | Marseilles, London and Antwerp.      |
| "MALWA"     | 0,941  | 28th May              | Marseilles, London & Antwerp.        |
| "KHIVBER"   | 9,114  | 12th June             | Marseilles and London.               |
| "MANTUA"    | 10,902 | 26th June             | Singapore, Penang, Colombo & Bombay. |
| "DELTA"     | 8,097  | 7th July              | Marseilles, London and Antwerp.      |
| "KARNATAKA" | 9,135  | 10th July             | Marseilles and London.               |
| "KARNATAKA" | 16,555 | 24th July             | Marseilles and London.               |

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

**BRITISH INDIA-APCAR SAILINGS**

| Steamship. | Tons.  | From Hongkong (about) | Destination.                    |
|------------|--------|-----------------------|---------------------------------|
| "SANTHA"   | 8,501  | 10th Feb.             | Singapore, Penang and Calcutta. |
| "TILAWA"   | 10,006 | 18th Feb.             | do.                             |
| "TALAMBA"  | 5,018  | 26th Feb.             | do.                             |
| "TALMA"    | 10,000 | 10th Mar.             | do.                             |
| "SHIRALA"  | 7,941  | 17th Mar.             | do.                             |

**EASTERN AND AUSTRALIAN SAILINGS (Seat)**

| Steamship.   | Tons. | From Hongkong (about) | Destination.                                                                    |
|--------------|-------|-----------------------|---------------------------------------------------------------------------------|
| "TANDA"      | 6,968 | 8th Mar.              | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne. |
| "ARAFURA"    | 6,000 | 7th Apr.              | do.                                                                             |
| "ST. ALBANS" | 4,500 | 5th May               | do.                                                                             |
| "TANDA"      | 6,968 | 2nd June              | do.                                                                             |
| "ARAFURA"    | 6,000 | 7th July              | do.                                                                             |

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Lioilo, Cebu, Kalamangan, Tawao, Timor, Durwin, or other ports en route as indicated on offers.

Frequent connections from Australia with the following:—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
 The P. & O. Royal Mail Steamers to London via Suez Canal.  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

| Steamship.   | Tons.  | From Hongkong (about) | Destination.             |
|--------------|--------|-----------------------|--------------------------|
| "KASHMIR"    | 9,985  | 5th Feb. 10 A.M.      | Shanghai and Kobe.       |
| "MANTUA"     | 10,903 | 6th Feb. D.L.         | Shanghai, Moji and Kobe. |
| "TANDA"      | 6,968  | 6th Feb.              | Moji, Kobe and Yokohama. |
| "TALMA"      | 10,000 | 16th Feb.             | Kobe.                    |
| "KHIVA"      | 9,135  | 20th Feb.             | Shanghai, Moji and Kobe. |
| "SHIRALA"    | 7,941  | 23rd Feb.             | Kobe.                    |
| "MOREA"      | 10,911 | 6th Mar.              | Shanghai, Moji and Kobe. |
| "ARAFURA"    | 6,000  | 13th Mar.             | Moji, Kobe and Yokohama. |
| "KALYAN"     | 9,144  | 13th Mar.             | Shanghai, Moji and Kobe. |
| "DEVANHA"    | 8,155  | 20th Mar.             | do.                      |
| "DELTA"      | 8,097  | 20th Mar.             | Shanghai and Kobe.       |
| "MACEDONIA"  | 11,089 | 2nd Apr.              | Moji, Kobe and Yokohama. |
| "ST. ALBANS" | 4,500  | 10th Apr.             | Shanghai, Moji and Kobe. |
| "KASHGAR"    | 9,005  | 18th Apr.             | do.                      |
| "KHIVBER"    | 9,114  | 30th Apr.             | Moji, Kobe and Yokohama. |
| "TANDA"      | 6,968  | 8th May               | Shanghai.                |
| "MALWA"      | 10,941 | 14th May              | Shanghai, Moji and Kobe. |
| "MANTUA"     | 10,902 | 28th May              | do.                      |
| "KARNATAKA"  | 9,135  | 11th June             | Shanghai and Kobe.       |
| "DELTA"      | 8,097  | 11th June             | Moji, Kobe and Yokohama. |
| "ARAFURA"    | 6,000  | 18th June             | Shanghai, Moji and Kobe. |
| "KASHMIR"    | 9,985  | 25th June             | Shanghai only.           |
| "KARNATAKA"  | 16,555 | 9th July              | Shanghai Moji & Kobe.    |
| "MACEDONIA"  | 11,089 | 22nd July             | do.                      |
| "KALYAN"     | 9,144  | 5th Aug.              | do.                      |

All dates are approximate and subject to alteration without notice.  
**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**  
 \*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
 All Cabins are fitted with Electric Fans free of charge.  
 Steamers on London and Australia Lines are fitted with Laundries.  
 Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

**MACKINNON MACKENZIE & CO.**

P. & O. Building, Connaught Road Central, HONGKONG. Agents.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, aloops and Excellent cuisine.

**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

HAINING ... Capt. W. C. Passmore ... Sunday, 7th Feb. Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
 Round Trip Tickets will be issued from Hongkong to Fouchow (Passenger Anchorage) and Return by the same Steamer by the "HAINING" "HAIHONG" and "HAIHONG" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

**DOUGLAS LARPAK & CO.**

General Managers.

**CHINA NAVIGATION CO., LIMITED.**

| Steamship.              | Tons. | From Hongkong (about) | Destination. |
|-------------------------|-------|-----------------------|--------------|
| AMOY & SINGAPORE        | ...   | ...                   | ...          |
| BALIK PAPAN & SOURABAYA | ...   | ...                   | ...          |
| SHANGHAI & TSINGTAO     | ...   | ...                   | ...          |
| LOILO                   | ...   | ...                   | ...          |
| SHANGHAI                | ...   | ...                   | ...          |
| BANGKOK                 | ...   | ...                   | ...          |
| AMOY & SHANGHAI         | ...   | ...                   | ...          |
| HOIHOW & HAIPHONG       | ...   | ...                   | ...          |
| SWATOW & SHANGHAI       | ...   | ...                   | ...          |
| SHANGHAI & TSINGTAO     | ...   | ...                   | ...          |

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**  
 Telephone Central 35. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

**AUSTRALIAN-ORIENTAL LINE, Ltd.****S.S. "TAIPING"**

This Vessel will sail hence on 26th March, Noon

MANILA, ZAMBOANGA, PORT BLAIR, THURSDAY ISLAND AND AUSTRALIAN PORTS.  
 THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.  
 (Sailings subject to alteration.)

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**DODWELL & CO., LTD.****NEW YORK BERTH**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.  
 S.S. "BOLTON CASTLE" ... Sails 10th Feb.

**LLOYD TRIestino.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).  
 TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.  
 REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

| Steamship.      | Tons. | From Hongkong (about) | Destination.     |
|-----------------|-------|-----------------------|------------------|
| S.S. "VENEZIA"  | ...   | ...                   | Sails 10th Feb.  |
| S.S. "ROSANDRA" | ...   | ...                   | Sails 11th Mar.  |
| S.S. "FIUME-L"  | ...   | ...                   | Sails 11th April |

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

| Steamship.      | Tons. | From Hongkong (about) | Destination.     |
|-----------------|-------|-----------------------|------------------|
| S.S. "VENEZIA"  | ...   | ...                   | Sails 15th Mar.  |
| S.S. "ROSANDRA" | ...   | ...                   | Sails 12th April |
| S.S. "FIUME-L"  | ...   | ...                   | Sails 13th May   |

**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

| Steamship.     | Tons. | From Hongkong (about) | Destination.                  |
|----------------|-------|-----------------------|-------------------------------|
| S.S. "UMSINGA" | ...   | ...                   | Sails from Calcutta 31st Mar. |
| S.S. "UMSINGA" | ...   | ...                   | Sails from Colombo 12th April |

Regular Passenger and Cargo Service to South African Ports.  
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

**DODWELL & CO LIMITED.**

Telephone: Central 1030. Agents.

**M. MESSAGERIES MARITIMES M.****SERVICES CONTRACTUELS**

| Mail Steamers | Next Sailings from Marseilles | Pro. Arr. at Hongk. and Sailing for Shanghai and Japan | Probable Sailings from Hongkong for Marseilles |
|---------------|-------------------------------|--------------------------------------------------------|------------------------------------------------|
| D'ARTAGNAN    | A                             | ...                                                    | 16th Feb. 1926                                 |
| ANGKOR        | B                             | ...                                                    | 2nd Mar. "                                     |
| PORTOGEOS     | A                             | 16th Jan. 1926                                         | 17th Feb. 1926                                 |
| ANDE LEBON    | A                             | 26th Jan. "                                            | 3rd Mar. "                                     |
| PAUL LECAT    | A                             | 18th Feb. "                                            | 17th Mar. "                                    |
| AMBOISE       | B                             | 26th Feb. "                                            | 31st Mar. "                                    |
| ANGERS        | B                             | 12th Mar. "                                            | 13th Apr. "                                    |

**RATES OF PASSAGE MONEY TO MARSEILLES**

(including Table Wine and Free Doctor's Attendance).  
 A Class 1st Class ... 2 25. 0d. 0d. B Class 1st Class ... 2 25. 0d. 0d.  
 2nd " " ... 2 00. 0d. 0d. 2nd " " ... 2 00. 0d. 0d.  
 Through Tickets to London and Leaving Towns of Europe.  
 As compensation reserved in the Trains at Marseilles.  
**LIGNES COMMERCIALES (Cargo Boats)**  
 " loading for HAVRE, ANTWERP  
 & DUNKIRK about  
 s.s. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd February 1926.  
 Sailings subject to alteration without notice.  
 For full Particulars, apply to—  
**MESSAGERIES MARITIMES CO.**  
 Telephone: Central 740. Agents.  
 CONSIGNATION—TRANSIT—REPRESENTATION.



